school bus fleet

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- STATISTICS
- SPECIFICATIONS
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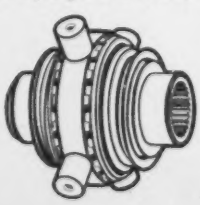

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december-january 1980
school bus fleet®
a bobit publication

Volume 24 *Number 6*

NEW EQUIPMENT

1980 School Bus Models 10

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Carpenter	Gillig	Ward
Coach & Equipment		Wayne

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(312) 696-1340

Western
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Business & Editorial Offices
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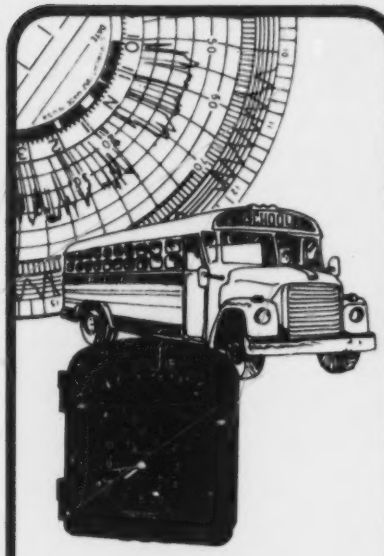

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When their safety rests with you, make Grey-Rock® your first stop for brake linings.

You've got a lot riding on the right choice of brake linings. Your drivers' ability to stop quickly. Your students' safety. Your own peace of mind. All important reasons to equip your school fleet with Grey-Rock brake linings from Raybestos.

Quality Grey-Rock brake products are engineered to withstand the rugged stop-and-go driving that puts extra wear and tear on school bus brake systems. Their proper selection and installation help prevent premature wear or damage to brake drums.

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Grey-Rock brake products are manufactured by Raybestos Friction Materials Company.

Raybestos
HEAVY DUTY AFTERMARKET DIVISION

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personnel

Kraftzenk

Gottsman

Wallack

Johnson

Caterpillar's Engine Division has announced three appointments in the Sales Development Department: **D.L. Kraftzenk,** manager of Original Equipment Manufacturer Market Development Division; **R.R. Smith,** manager of Dealer Market Development Division; and **R.N. Hancock,** manager of Advertising and Training Division. The Sales Department also has been reorganized into two separate organizations to provide expanded coverage of dealer and manufacturer sales. **J.J. Short** has been appointed department manager of Dealer Sales, and **R.H. Jansa** has been named department manager of Manufacturer Sales.

John J. Gottsman has been elected president of the ARA Transportation Group, succeeding **Mel Sherman,** who founded the company. He had been serving as executive vice president for the company for the past six months. New to the ARA Transportation Group is **Howard Wallack,** who has accepted the position of vice president — human resources. Prior to this appointment, Wallack was director of personnel for the Western division of Automatic Data Processing Inc.

Marita Johnson has joined Hausman Bus Sales and Parts Company as administrative coordinator of the school bus sales unit.

Anthony R. Miller, formerly with ARA Transportation Group, has formed Pupil Transportation Consulting and Management Services, headquartered in Westlake Village, California. Miller will serve as president of the new company.

letters

Just opened my mail this A.M. and Letters to the Editor for October-November caught my immediate attention.

Richard Alexander's letter of exasperation is certainly shared with other school districts – but we in Transportation can take the lead in teaching teachers and students!

We in Weber School District faced the same dilemma in 1974 and decided who could best educate children in regards to all matters relating to bus safety, to include pedestrian, as well as bicycle safety. The program has been successful through the use of a safety training team, consisting of Larry Whitney and Woody Himelright, Jr. These two outstanding drivers visit all elementary and junior high schools in our Safety Training Bus and conduct training with small groups of 25-30 students. The program's success is reflected in our low pedestrian and bike safety report for school districts along our Wasatch Mountain Front. Don't wait for others move out on your own!

James E. Karo, Ed. D.
Weber County School District
Transportation Division
Ogden, UT 84404

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CENTRALLY LOCATED FOR IMMEDIATE PICK-UP AND DELIVERY

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industry news

ELASTIC BAND COULD SAVE A LIFE

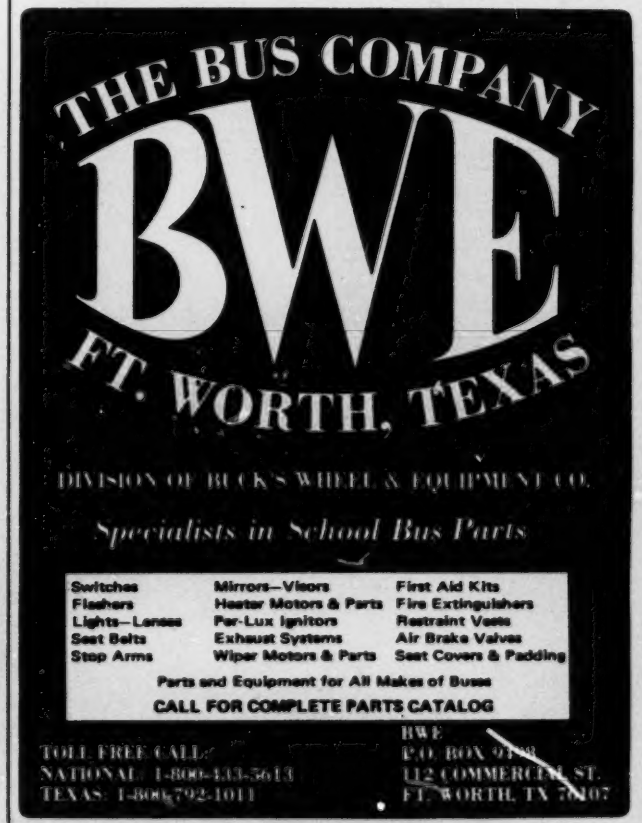
Lew Bufo of the Millburn, New Jersey Public Schools recently made a suggestion to the elementary school teachers in his district to make going home from school safer for children who ride the bus and walk. Often, small children are required to carry home loose papers and art projects, which can be dropped and blown into the street. Bufo's suggestion is for teachers to roll all loose papers up to form a baton and to put a strong elastic band around it. This would reduce the risk of papers flying away, causing children to impulsively chase them into the street or under the wheels of a bus when loading or unloading. According to the fatality study on page 66 , 54 children were killed in the loading zone during 1977. If putting an elastic band around loose papers would save even one life, it is well worth the time and effort.

SPRING BRAKES MAY PROVE HAZARDOUS

The California Highway Patrol has warned of a potential hazard that can occur when a driver is conducting a pre-trip vehicle inspection. As part of the air brake check, the driver may deplete the air from the brake system, causing the spring brakes to apply automatically. In some instances, the driver may start the engine and then leave the interior of the vehicle to inspect the exterior. A vehicle equipped with spring brakes (parking brakes) with a control valve that is not spring loaded may release the brakes automatically when service brake air pressure is restored. If the vehicle is parked on an incline, it may start moving without a driver behind the controls. The driver of a vehicle with this type of spring brake control valve should be cautioned to ensure it is always in the applied position if he or she leaves the driver's compartment with the engine running.

SBF HONORS TORNELLO

At the recent annual NAPT Convention, School Bus Fleet Editor Jim Dunlap presented the School Bus Fleet Administrator of the Year Award to Sam Tornello, Transportation Director, Madison Township Board of Education, Matawan, New Jersey.



Circle 115 on SBF Action Card

BLUE BIRD

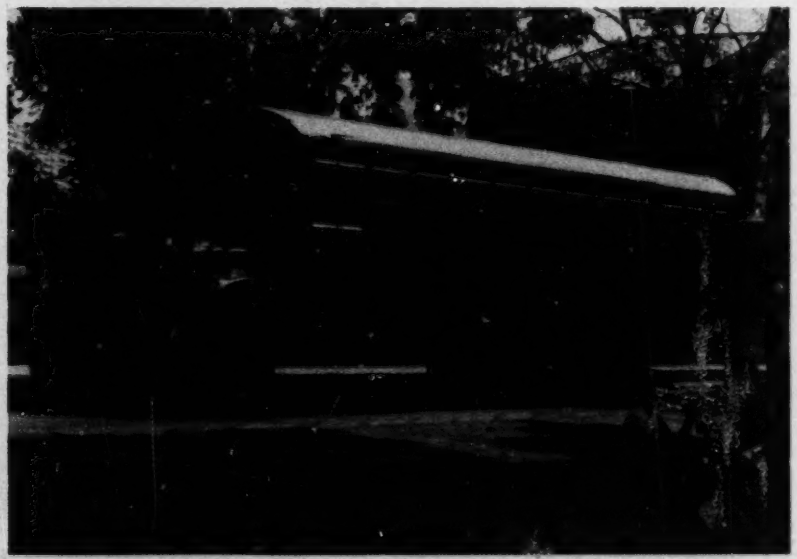
All models in the 1980 line of Blue Bird school buses feature Blue Bird all-steel unitized construction for strength and safety. The structural design of the Blue Bird body permits each structural component to lend its entire strength to the total structure, not just to a section.

Blue Bird's one-piece bow combined with other structural components provides certified roll-over protection for the bus passengers. Extensive tests have been conducted to demonstrate and certify that the strength of the Blue Bird roof meets and exceeds the Department of Transportation (DOT) requirements.

Hundreds of tests have also been conducted to certify joint strength of the Blue Bird school bus body. Through the testing program, all joints of the Blue Bird body have been certified to meet the new DOT joint strength requirements. Other structural features include a full-length side gusset down each side of the body, full-length, formed-steel rub rails and sturdy bumpers of 3/16-inch steel.

The Blue Bird All American Transit Coach features all-steel, heavy-duty components from bumper to bumper to provide dependability and safety for passengers. The Forward Control Blue Bird Coach is available with a wide choice of engines and optional features.

Fully equipped to meet all of the new federal construction standards, Blue Bird says its coach may well be the safest school bus ever built. Other features that are now required by DOT include a new, fully padded seat to meet rigid specifications, a crash barrier in front of the front seat to provide protection for youngsters riding in the front of the bus and a massive fuel tank barrier to prevent loss of fuel in the event of a collision. Blue Bird designed, developed, tested and certified all these features.



Blue Bird also offers a wide selection of Conventional Body models and sizes to fit all the major school bus chassis. A full selection of body options and safety features that Blue Bird offers can be specified to meet a number of applications. The body features just described are also available with Blue Bird Conventional bus bodies.

The new, 35-inch side elevator lift gate is available with both Forward Control and Conventional bus models. This elevator lift is operated hydraulically with electric push-button controls.

Full-color catalogs are available from Blue Bird and Blue Bird distributors describing construction features, safety features and optional features.

Circle 101 on SBF Action Card ⟶

DUBL-LIFE® SAVER

SUPPORT RESTRAINT VEST

FOR THE SAFE TRANSPORTATION
OF THE PHYSICALLY HANDICAPPED

This innovative idea incorporates the principles of restraint as well as support for the passenger whose disability does not allow him the muscular stability of a non-afflicted person.

- THICK ENERGY ABSORBING PROTECTOR
- QUICK RELEASE BUCKLES
- ADJUSTS TO FIT ALL SIZES

The use of extra wide supported vinyl material in the vest offers upper body support without restricting normal movement, for those passengers who cannot hold themselves erect. In order to prevent injuries from the buckle upon impact, a high quality energy absorbing material is built into the vest adding comfort as well as protection.
Easily installed or transferred from vehicle to vehicle, the vest does not become a permanent fixture.

Safety belts exceed federal specifications. All components meet FMVSS 302 fire retardancy code.

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(800) 543-4532 TOLL FREE

Easy Way

BEFORE

DUBL-LIFE® SAVER

RETRO-FIT
ENERGY ABSORPTION SYSTEM

(Patent 3,827,752)

Easy Way Products of Cincinnati, Ohio has developed the first COMPLETE RETRO-FIT KIT using an energy absorption system. This system not only protects the pupil's face but his knees and shins as well.

Most of the 300,000 Yellow Buses in service throughout the nation are NOT equipped with energy absorbing seats. Now, with DUBL-LIFE® SAVER RETRO-KITS you can provide impact protection at an economical price.

Easy Way DUBL-LIFE© SAVER protective seat renovation provides impact protection for all buses . . . old and new.

Seats retro-fitted with DUBL-LIFE® SAVER protective seats update buses already in service and enchance safety of pupil passengers.

PROTECT YOUR PASSENGERS NOW!

SAFETY CANNOT WAIT!

DUBL-LIFE® SAVER RETRO-FIT ENERGY ABSORPTION SYSTEM offers you:

- SAFETY WITHOUT RESTRAINT
- QUICK AND EASY INSTALLATION (2 to 2½ man hours per bus)
- MINIMAL WEIGHT INCREASE (adds only 75 pounds gross weight to 66 passenger bus)
- SAME SEATING CAPACITY
- SEAT SAFETY RENOVATION

EASY WAY
ECONOMY SEAT COVERS

FOR 39"SEATS
SUPER STRONG ....
SUPER PRICE ....
SUPER SERVICE ....

STYLE #

EC - CUSHION COVER - $8.00 **

EB - PADDED BACK COVER - $12.00 **

EF - REPLACEMENT FOAM ENVELOPE - STANDARD HEIGHTH ONLY **$13.00**

* Add $5.00 for high back covers. **Add 20% for 26"-30"-36"-45 seats.

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EASY WAY Products Co.

DATE

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CINCINNATI, OHIO 45216

PURCHASE ORDER

NAME _____ SHIP _____

ADDRESS _____ _____

CITY _____ STATE _____ _____

ZIP _____ TELEPHONE _____ TO SAME AS SOLD TO UNLESS OTHERWISE INDICATED

Quan. Ordered	ITEM NO.	DESCRIPTION	YEAR & MFG. OF BUS BODY	SEAT WIDTH	COLOR	UNIT PRICE	TOTAL AMOUNT
	RV-1	Dubl-Life® Saver Support Restraint Vest			GREEN	45.00	
	SC-2	Replacement Stanchion Padding 3 Foot Sections			BLACK	15.00	
		ECONOMY REPLACEMENTS					
	EB	Economy Padded Back Replacement Order		39"	GREEN	* 12.00 **	
	EC	Economy Cushion Replacement Cover		39"	GREEN	8.00 **	
	EF	Foam Envelope For Padded Back		39"		13.00	
		PREMIUM 42 OZ. REPLACEMENT COVERS					
	RF-3			39"		24.00	
	RB-4			39"		10.75	
	RC-5			39"		10.75	
	RB-4P			39"		24.00	

*** High Back Covers Add $5.00.**
****Add 20% For 26"-30"-36"-45" Seats.**

Terms: Net 10 Days
F.O.B. Cincinnati, Ohio

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Sub Total _____
Freight _____
Total _____
TOTAL

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DUBL-LIFE® SAVER

ENERGY ABSORPTION SYSTEM (Patent 3,827,752)

PUT ON A FRESH NEW LOOK

AFTER

YOUR SEATS COULD LOOK LIKE THIS!

Of the 19 million pupil passengers transported daily in school buses, 35,000 to 40,000 children receive injuries yearly. These injuries can be greatly reduced in incidence and in severity with the installation of the DUBL-LIFE® SAVER retro-fit energy absorption system.

SAFETY CANNOT WAIT!

PROTECT YOUR PASSENGERS NOW!

Why just recover your vandalized seats when for nearly the same cost you can **safety equip and recover** the seat as well as recover the seat cushion?

DUBL-LIFE® SAVER provides a new cover for your seats and an energy absorption system.

This revolutionary system converts the seat itself into an energy absorber.

Easy Way

STANCHION PROTECTIVE COVERING

SC-2

REPLACEMENT

BACK COVERS
CUSHION COVERS
STANCHION PADDING

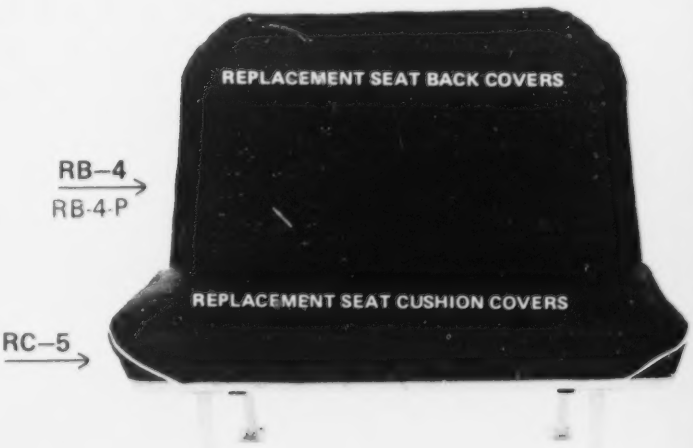
EASY WAY has most patterns available for all make seats and sizes. Place your orders now for quick delivery.

All Components meet FMVSS # 302 Fire Retardancy code.

RB-4 Replacement back cover for standard seat back. Replace vandalized or worn covers with EASY WAY custom made replacements. These covers are constructed of approved 42 oz. supported vinyl. Sewn with heavy Nylon thread for longer lasting seams. All components meet FMVSS # 302 Fire retardancy code.

RB-4-P Replacement back cover for fully padded seat back. Specifications same as above.

RC-5 Replacement seat cushion covers. Easy Way custom made replacement cushion covers tailored for your cushions. 42 oz. supported vinyl and sewn with heavy Nylon thread.



Dubl-Life®: easy to install, too.

Easy Way PRODUCTS CO.

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BUS CON

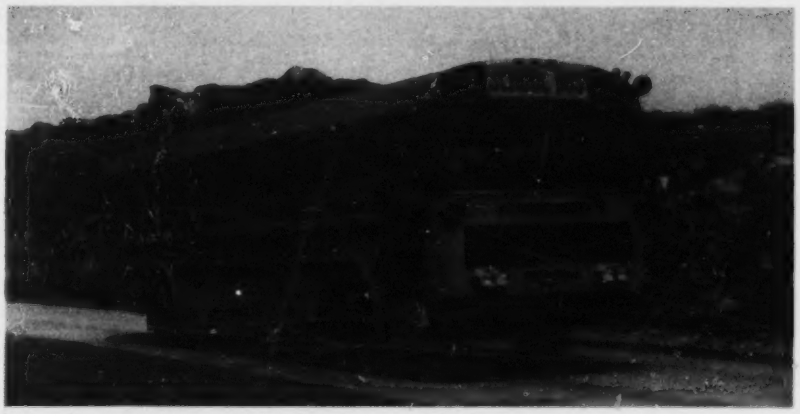
Bus Con Corp. enters the 1980 model year with their biggest order backlog in the 11 years that they have been making buses. According to Vice President David Feinstein, it is all fresh business and none of it has been carried over from 1979. A major expansion is underway which will minimally double their capacity for production.

The mainstay of Bus Con's product line continues to be the van converted to meet school bus specifications and specializing in 16 passenger, nine passenger and wheelchair buses with various capacities and entry systems. All models and floor plans are available on either a Dodge or Ford chassis. Chevrolet and GMC can be altered to a limited number of floor plans and capacities. Consult with the company for specific model availability. Upon request they will be glad to send full specifications and a color brochure describing equipment and construction. As in previous years, the "miniBUS" shall continue to be one of the lowest price buses offered in the marketplace, while maintaining its high value.

Part of Bus Con's commitment to assure quality and safety is an ongoing testing program throughout production. Training and methods for production personnel and assembly are constantly being upgraded to ensure a yet finer product. All "miniBUSes" built exceed the requirements of Federal Safety Standards and can be equipped to meet most state regulations.

Bus Con's goals for 1980 are twofold. They plan to have their new line of buses ready for introduction in March. The new "MAXIbus" line will be built on Dodge, Ford, Chevrolet and GMC "Front Section Compact" models and will have higher capacities for both passengers and wheelchairs. They will be certified for both school bus and bus applications. Second is an aggressive marketing program. In order to accomplish this, Bus Con will look to substantially increase their distributor and dealer outlets. They are also adding personnel to their marketing and sales departments to penetrate areas without representation. Any dealers interested in their products should contact Bus Con Corp. for information.

CARPENTER



Carpenter Body Works' 1980 line of school buses includes four different styles on a variety of chassis, with passenger capacities ranging from 18 to 84 students.

The Carpenter Conventional, mainstay of the Carpenter line, is produced on Ford, Chevrolet, GMC and International chassis. Body lengths range from 15'9" to 32'8". The Conventionals are available with 74" or 79" headroom, and passenger capacities run from 29 to 72 students.

The Conventionals, like all Carpenter school buses, meet or exceed all DOT safety standards applicable on the date of manufacture. The company can readily equip its buses to meet the special requirements of the individual states.

The increasingly popular Carpenter Cadet is a smaller version of the Conventional, built in three sizes and seating from 18 to 32 students. Overall lengths run from 19'3" to 23'11" on Chevrolet or GMC chassis.

The Cadet's narrow, 84-inch width and short turning radius provide unusual maneuverability in city traffic and on narrow roads. Because it eliminates wasted seating capacity when busing smaller groups, the Cadet is often equipped with a hydraulic lift for transporting students with physical disabilities.

Carpenter completes its 1980 spectrum of school buses with two transit-style buses; the rear-engine Carpenter Corsair (pictured) and the front-

Carpenter (continued)

engine, forward control Cavalier. Because both models can be easily fitted for extra fuel and luggage capacity, they are well suited for long-distance transportation of students, as well as for regular route service.

Built on Hendrickson chassis, the Corsair and Cavalier are offered with gasoline or diesel engine. The Corsair accommodates 54 to 84 students, while the Cavalier seats 70 to 83. Because of their large seating capacities, they can carry more students-per-gallon than other smaller buses.

A small turning radius makes both models surprisingly easy to handle in traffic. Overall lengths range from 29'3" to 39'2" for the Corsair, and 35'2" to 39'10" for the Cavalier.

Carpenter's Dyno-Thermic heating and ventilating system, plus air conditioning, are available on all of the company's bus models, along with more than 500 other optional accessories.

COACH & EQUIPMENT

Coach & Equipment, manufacturer of the Fortivan since 1969, will offer for 1980 the complete line-up of Chevrolet, Dodge, Ford and GMC chassis.

The vehicle is restructured on all chassis for compliance with Federal Motor Vehicle Safety Standards and most individual state requirements. Basic seat plans are offered in a 12-16-20 pupil passenger configuration. Various seat plans, as well as custom designed seat plans for transporting the handicapped, are also offered.

Coach & Equipment has designed and is producing a new generation power electric hydraulic lift mechanism. Dual pistons are featured, as well as a "bolt-in" installation. The door height at the lift entry is an extra height opening for easy entry and exit of handicapped pupils.

Coach & Equipment will continue to offer their high quality design and workmanship for 1980 for the school market. The company also offers special custom built vehicles for the adult transportation market.

COLLINS

Bantam, Omni/Bus, Versa Bus, fire apparatus equipment and the Crusader ambulance line of vehicles as well as the handicapped transportation products Saf-T-Lift, Flip-Seat, Saf-T-Ramp, Saf-T-Lock and torso restraints are offered by Collins Industries, Inc. With nine years' experience in the industry, the firm specializes in products for school, elderly, handicapped and emergency transportation applications.

The Collins line of buses for 1980 is designed to fit a variety of transportation needs. All units may be fitted with the electro-hydraulic powered Saf-T-Lift, electric or manual Saf-T-Lock and the all new Flip-Seat.

Collins has established a national organization of local distributors to sell and service its products. Through these national distributors, the company offers quick and economical conversions to serve the needs of bus operators anywhere in the United States.

Wolfington's

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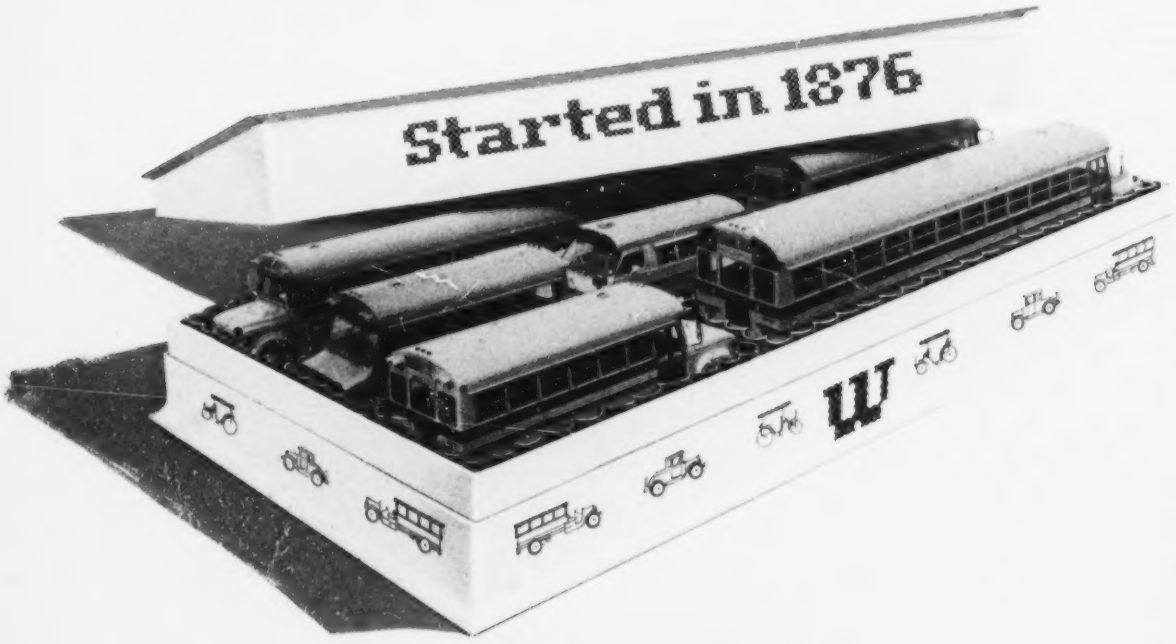

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Circle 131 on SBF Action Card

CROWN

The large capacity integral-transit Supercoach is available in two- and three-axle models with seating capacity for 78 and 90 pupils. It offers numerous safety features, such as the extra strength provided by the 90,000 psi ultra-high tensile steel used in all of the main structural members. The roof structure contains 22 and 26 roll bars respectively in the two- and three-axle coaches, with double roll bars at the front end of the roof, integrated with the double body posts, and triple roll bars at the rear end integrated with the triple body post assembly.

Other safety characteristics include an extra high floor level so that pupils are seated above the crash zone, spacious entrance and driver's area, and energy absorbing construction at the front and rear ends of the coach. Extra large window openings provide for quick evacuation in emergency situations. Maximum maneuverability is made possible by the full integral power steering. All gauges and controls are placed directly in front of the driver in the aircraft type instrument console. Other safety characteristics include patented safety entrance door, rear emergency window and left side emergency door, and maximum braking efficiency.

The Supercoach also offers economical features such as a large seating capacity, heavy-duty diesel power, and dry-wall construction. Aerodynamic body styling and low operating and maintenance cost are also featured. The Supercoach has a minimum 20-year life expectancy.

A choice of underfloor mounted, heavy-duty diesel engines from Detroit Diesel and Cummins are available, with horsepower ranges from 210 to 290 and torque ratings from 577 to 930 foot-pounds. The T905M Fuller twin countershaft transmission is standard with both engine makes. Other transmissions available are a Spicer SS-T-10 ten-speed twin countershaft, fully automatic Allison MT-644 and HT-740 four-speed, and Fuller Roadranger ten-speed twin countershaft RT and RTO 910 series.

Crown construction features include heavy-gauge aluminum body panels applied with aircraft type rivets instead of screws, and heavy-duty Alodine-treated aluminum sash with long lasting vinyl runners and rubber cushion stops at the bottom of window wells. The full-length, full-width, 1-3/8-inch thick insulated floor is covered with three full length strips of heavy duty rubber fully coved at the sides for easier floor maintenance. Fuel capacity is 100 gallons standard, and up to 140 gallons optional. Baggage capacity of up to 100 cubic feet is available in the rear, all-steel compartment, with 35 cubic feet of baggage space in the right side, front compartment. An extra 24 cubic feet of baggage space can be provided in an optional right side, rear compartment.

Other important features include a 13,200-pound capacity front axle, power steering pump and air compressor driven directly from the engine without belts and three-stage engine temperature control.

Crown also builds specially designed, extra curricular or dual purpose coaches with a wide range of options to meet individual requirements.

GILLIG

The Gillig Corporation announces the first totally new integral body quality oriented transit coach on the market today. The new lines give the Gillig coach a lower, more European look. The windows have been lowered eight inches to give a brighter look. Gillig has designed its own split sash windows which are made of aluminum extrusion with heavy duty stainless steel latches.

With the introduction of split sash windows, Gillig now has total dry wall construction.

Gillig's ring of steel construction concept is still in force, but now the "ring of steel" is stronger than before.

Their new design is complemented by many new features. The fuel tank is now mounted center of frame directly behind the front axle. The spare tire is mounted under the front of the bus ahead of the front axle for ease of access.

Gillig offers the widest range of engines in the school bus market. Rear engine options offer 3208 Caterpillar, VT 225 Cummins, 6V53T, 6V92TA and 8V71T Detroit Diesel engines. Underfloor options include the Detroit Diesel 6178T and the Cummins NHHTC 270 and 290. Engine brakes are available on most models.

As standard equipment, Gillig offers stainless steel interior including stepwells, AM/FM stereo with public address system, air ride driver's seat, electric fast idle, heavy duty bolted radiator assembly with surge tank and sight glass. Other standard items include 11 x 22.5 tubeless tires, air throttle, 52 oz seating material, and a French walnut dash assembly. Electric automatic shift control is also standard when an automatic transmission is specified.

Another innovation is Gillig's new hydraulic fan drive assembly. When the fan is not in operation, which is approximately 70% of the time (when the engine temperature is below 197°), there is approximately 30 more available horsepower transmitted directly to the rear wheels. This feature provides less wear and tear on the fan drive and engine which produces much improved fuel mileage.

Fuel capacity is 100 gallons standard and up to 140 gallons optional.

Baggage capacity has been increased to 150 cubic feet available on the rear engine model and 105 cubic feet available on the underground model. Added security luggage compartments are available on both the right and left hand sides behind the front axle.

Electrical wiring has been improved providing wiring that is both color coded and numbered with heavy duty aircraft type electrical connectors. The dash assembly and wiring harness has been designed for ease of maintenance. The dash tilts 90° so that 11 gauges and wiring are easily accessible for repair. A minimum of three extra wires, depending on options specified by the customer, have been designed into the main wire harness assembly in the event the customer should desire to add options at a later date.

The largest brakes in the industry are standard equipment on every Gillig coach. Rear brakes are 16½ inch x 10 inch S cam. Front brakes are 16½ inch by 6 inch S cam. Total lining surface area is 1025 square inches.

Four Delco maintenance free batteries mounted in series give 1900 cold cranking amps of power. Batteries are mounted on a slide out tray for ease of maintenance.

Side panels have been designed in two sections which meet at the side belt rail. This design allows quick repair or replacement of lower panels most subjected to road damage.

DuPont Centari paint is standard, Imron is offered as optional.

Gillig also builds custom built coaches for school, private, transit, commuter, and tour bus type operations. Gillig also manufactures driveable chassis for use in school bus or other compatible markets in both domestic and foreign markets.

SUPERIOR

This year's full bus line from Superior Division, Sheller-Globe Corporation, continues to emphasize engineering innovation and also recognizes the need for more efficient, economical bus size flexibility in this era of rising costs.

The Superior floor assembly and structure feature heavy-gauge steel and close-set cross members. Famous "Z" construction strengthens side and roof for the full length of the bus. Rugged cornerposts further solidify the overall assembly.

The 1980 line of Superior buses offers a range of sizes, interior configurations and seating capacities for nearly exact fulfillment of every individual requirement.

The traditional leader of the line is the big conventional model, with 72-inch headroom and seating capacities that range from 30 to 72 passengers. Optional extra headroom to 78 inches and extra storage area easily convert the conventional-sized bus to an ideal activities bus. Inside, newly designed seats feature welded one-inch square-tube seat frames (proven 60-percent stronger than round-tube frames) and many other advantages which result in seats that exceed new federal barrier and deflection standards.

In the intermediate-sized bus range, two Superior offerings fill two specific needs. For those requiring a bus smaller than conventional size but larger

Superior (continued)

than most intermediate buses, the Superior Pioneer FC boasts conventional bus width and 78-inch headroom in a shorter vehicle. Wheelbases of 125, 133 and 157 inches are available to meet requirements, with passenger capacities from 23 to 35.

The Superior Pacemaker also features a choice of 125-, 133- and 157-inch wheelbases and 23- to 35-passenger capacities but in a narrower, shorter model that is easy to handle and park. The Pacemaker is built with 78-inch headroom.

The small end of the Superior line is represented by the 16-passenger van model which is available in a wide variety of floor plans. The Superior van is available on Chevrolet and Dodge van chassis.

Also, every Superior bus made can be equipped for the transportation of the physically handicapped by including electrohydraulic lifts with wheelchair locks inside.

THOMAS

For 1980 Thomas Built Buses offers a complete line of school and specialty buses. The line includes the Saf-T-Liner E.R. transit coach, the Thomas Conventional, and the versatile Mighty Mite forward control.

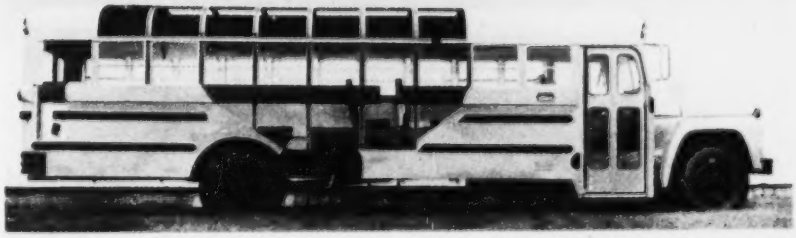
The Saf-T-Liner E.R. is a large-capacity, rear-engine transit model which combines advanced designing with traditional Thomas quality safety features. The Saf-T-Liner E.R., with its all-steel heavy-duty componentry, combines dependability and economy with increased passenger safety and comfort. With capacity to seat 84 students, the Saf-T-Liner E.R. is ideal for high-density operation. Also, its fully through underbody storage area adapts the bus for athletic and special school activities.

The Thomas Conventional unit is available on chassis produced by all the major manufacturers including International, Ford, Chevrolet, and GMC. The Conventional, like the complete line of Thomas school buses, has been extensively tested and certified in full compliance with all federal requirements.

The 1980 Mighty Mite forward control is ideal for small or specialty group transportation. Available on Chevrolet or GMC chassis, the Mighty Mite integrates van-like handling characteristics with the safety of big bus construction. Six body models are available accommodating up to 32 seated passengers.

All models of Thomas Built buses are available with electrohydraulic power lifts to accommodate the handicapped. In addition, Thomas offers a wide selection of optional equipment and safety features to meet numerous applications.

WARD



"What we left out shows what we put in" describes the new Ward Cutaway bus. A Ward Conventional bus has been built with specially exposed areas so the inside story on Ward construction can be told.

Dozens of features are important, but at least four are outstanding. Ward's unique tie-down assembly uses solid steel bolts plunged through two layers of steel to join the body to the chassis. This distinctive Ward feature takes extra time and money, but it pays off. No accident has ever separated a Ward body from its chassis.

Heavy-duty skirt gussets provide extra support at major stress points.

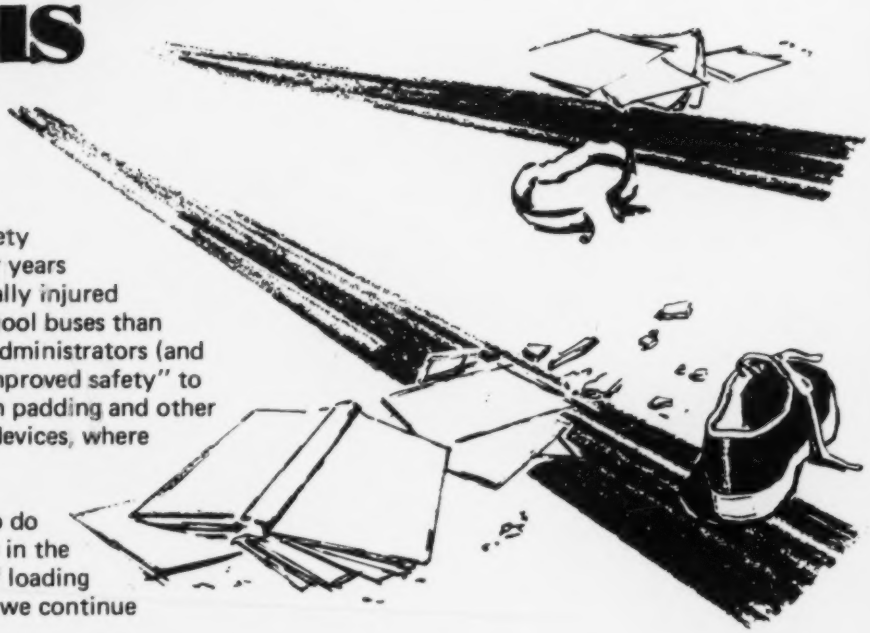
Threaded body bows and side strainers give extra protection at shoulder level. This safety feature is exclusive with Ward.

Ward's patented cam-action window latches permit windows to open easily, close securely.

The Ward Cutaway is featured at leading national shows and is being displayed in most state exhibitions.

Fact:

Three out of four school bus fatalities occur *off* the bus



It just doesn't make sense! Even though the National Safety Council has been telling us for years that far more students are fatally injured while moving to and from school buses than while on them, many school administrators (and legislators) can only relate "improved safety" to sturdier buses, seat belts, crash padding and other expensive interior protective devices, where the risk is minimal.

Think about it. Isn't it time to do something to protect students in the far more hazardous activity of loading and unloading? How long can we continue to ignore these hard facts?

For only a few hundred dollars, any school bus can be equipped with a Mobilpage® Sound System – the only proven means of decreasing injuries outside of the bus where more than three out of four fatalities occur.

If you think it's time to take a serious look at what can be done to protect students where they need extra protection most, call or write . . .

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Circle 120 on SBF Action Card

WAYNE

Wide selection and many product advancements keynote the 1980 school bus lineup of Wayne Corporation. Wayne's 1980 selection includes the new Lifeguard Professional; the standard Lifeguard; the Busette; the Transette; numerous versions of all of the foregoing buses; and a complete line of buses specially designed for the physically handicapped.

The Lifeguard Professional is the first school bus specifically designed and produced for contract operators, large student transportation systems and other experienced bus users who look beyond initial cost and base purchasing decisions on built-in performance and bottom-line expenditure over the years. This bus has all of the safety advantages of the standard Lifeguard bus, but is specially processed and equipped to further reduce upkeep costs, speed maintenance, cut downtime, discourage theft and vandalism, make the driver's job easier, increase passenger comfort and convenience, boost saleability at trade-in time, and add many years to bus life.

The Lifeguard Professional is protected by a high-gloss "wet look" urethane finish that is easy to clean and retains its appearance and color longer than conventional school bus finishes. It is also more resistant to abrasion, chipping, chemicals and weather. In addition, aluminized, scuff-resistant facings shield the step risers and metal-backed ribbed rubber covers the step treads. Complete wheelhouse covers of molded rubber add protection, enhance appearance and contribute to a quieter environment for the passengers. Nox Rust sealant is sprayed between inner and outer door panels which are galvanized and painted.

To discourage theft and vandalism, the Lifeguard Professional incorporates a security system with key-locked entrance and a rear door bolt lock that controls a starter lock. Also, a key-locking gasport door guards against theft of fuel. As a deterent to vandalism by passengers, bright-finish, textured wall panels line the interior from windows to floor.

Driver's aids include such items as an exterior body lights monitor; a special comfort-contoured seat designed for easy adjustability; and swing-away exterior mirrors that permit close-quarter parking without impact damage.

Passenger compartment safety and comfort are increased by dome lights over each row of seats throughout the bus. The rearmost light, on a separate switch, can be left on for pupil control while driving. An entrance area external landing light operates when the door opens.

Basic construction of the standard Lifeguard bus is the same as the Lifeguard Professional, but it has an enamel finish coat of paint rather than the urethane finish and does not include some of the processing and equipment provided with the Professional. Both models are put through an extensive rust-proofing process.

All through the passenger compartment, inside and out, one-piece panels eliminate seams, resist penetration and increase passenger safety by utilizing 100-percent of the strength of the steel skin. Wayne engineers point out that they have eliminated the seams because such joints are vulnerable, however well fastened.

Other major safety features of the Lifeguard include frame design that provides uniform protection no matter where the passengers are seated, large window escape openings, and "space-age" fasteners that interlock all major structurals.

Although shorter than many cars (with a turning radius of 24 feet), the 20-passenger Busette has an 89-inch-wide interior with wide seats and an extra-wide aisle. Headroom is 63 inches. Like Lifeguard, Busette has extra-sturdy frame structurals and full-length, one-piece panels, inside and out. It is not a van conversion or a chopped-down version of a big bus.

All body components of the 1980 Busettes are galvanized and given the same anti-rust processing as the larger buses. In addition, the inner surfaces of the painted outer panels are sprayed with Nox Rust sealant.

The chassis of the Busette has dual rear wheels, and heavy-duty axles and brakes. The heavy-duty construction of the entire bus is engineered to cut downtime and increase durability.

The 1980 Transette has the same features and dimensions as the Busette, except that it provides six feet three inches of stand-up headroom and an extra-wide, no-stoop entrance that measures six feet five inches from bottom step to top of doorway. The bottom step is less than 12 inches from the ground.

Cost per seated passenger is claimed to be exceptionally low because Transette seats up to 20 passengers and is in the 10,000 GVWR classification.

All Wayne buses are available in models specially designed for transportation of physically handicapped students. Each is equipped with an electrohydraulic elevator and wheelchair securing devices.

The Delco Remy school system.

The Delco High-Cycle 1150 Freedom Battery.

The Delcotron 40-SI Integral Charging System.

Tackle bus fleet problems with this versatile electrical team.

The Delco High-Cycle 1150 Freedom Battery and the Delcotron 40-SI charging system are a tough duo of problem solvers. If you've got a critical bus schedule to meet, you'll be glad to have them on your side.

Start out right.

With the Delco High-Cycle 1150. Special plate formulation means reserve power for long periods of idling. Ideal for stop-and-go bus fleet operation.

Like all Freedom Batteries, it's maintenance-free. The top is sealed. It comes with a lifetime supply of electrolyte. You *never* have to add water.

And talk about tough! Reinforced plastic case. Plates in separator envelopes. Elements firmly anchored. Center lug straps to help prevent vibration damage.

And keep on charging!

With the Delcotron 40-SI. It's a heavy-duty charging system that combines the features of an alternator and a solid-state regulator in a rugged, compact unit. More than half of its 145-amp output is available at engine idle—when buses need it most.

And you can forget about periodic lubrication or servicing between major engine overhauls.

Depend on the 40-SI. It delivers.

Great components—a great team. For new or replacement use on your school bus fleet, specify the Delco High-Cycle 1150 Freedom Battery and the Delcotron 40-SI charging system. So you'll have what it takes to make a great start.

Delco Remy

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P.O. Box 845
28 Circle Drive
Wyoming Industrial Park
Casper, WY 82602
(307) 265-0450

Blue Bird Coach Sales
P.O. Box 4041
Pocatello, Idaho 83201
(208) 232-5188

BUS CON

CALIFORNIA

The Bus Company
P.O. Box 2447
Goleta, CA 93018
(805) 964-4876

MICHIGAN

Wolverine School Bus
& Equipment Co., Inc.
16291 W. 14 Mile Road
Birmingham, MI 48009
(313) 644-8411

NEW JERSEY

Arcola School Bus Sales, Inc.
E-15 Pleasant Avenue
Paramus, NJ 07652
(201) 845-4777

NEW YORK

Spring Valley Dodge, Inc.
19 S. Main Street
Spring Valley, NY 10977
(914) 352-3400
(212) 864-3030

NORTH DAKOTA

McLaughlin Equipment Co.
320 27th Street S.
Fargo, ND 58102
(701) 237-6046

OREGON

Western Bus Sales, Inc.
311 N.E. Second Street
Gresham, OR 97030
(503) 665-8195

PENNSYLVANIA

Gross Equipment Co., Inc.
Route 100, R.D. No. 1
Bechtelsville, PA 19505
(215) 367-2685

VIRGINIA

Milloy Dodge, Inc.
902 Centerville Road
Manassas, VA 22110
(703) 361-5121

CARPENTER

ALASKA

Auke Bay Garage
P.O. Box 195
Auke Bay, AK 99821
(907) 789-7352

ARIZONA

Bus Sales, Inc.
1671 North Pinal Avenue
Casa Grande, AZ 85222
(602) 836-2060

ARKANSAS

Broyles Sales Co.
P.O. Box 757
North Little Rock, AR 72114
(501) 835-6429

CALIFORNIA

Carpenter of Central Cal.
Main & Bridge Streets
Visalia, CA 93277
(209) 732-8814

General Coach & Equip. Sales
P.O. Box 6211
Sacramento, CA 95860
(916) 487-0438
(916) 444-0937

COLORADO

Transp. Equip. & Body Co.
P.O. Box 263
Wheat Ridge, CO 80033
(303) 534-3400

CONNECTICUT

Cottrell Bus Sales Corp.
9 Cel-Bret Drive
Danbury, CT 06810
(203) 792-1484

DELAWARE

Snyder Body, Inc.
P.O. Box 220
Hampstead MD 21074
(301) 239-7777

DISTRICT OF COLUMBIA

Snyder Body, Inc.
P.O. Box 220
Hampstead, MD 21074
(301) 239-7777

FLORIDA

Buses Unlimited
P.O. Box 1042
Bartow, FL 33830
(813) 533-0661 or 533-0662

GEORGIA

Murray Equipment Co.
Monroe, GA 30655
(404) 267-6561

HAWAII

Moanalua Carriage Shop, Ltd.
P.O. Box 22635
Honolulu, HI 96822
(808) 839-7779

S & B Enterprises, Inc.
P.O. Box 1851
Kahului, Maui, HI 96732
(808) 877-6888

IDAHO

Cannon Sales, Inc.
340 West 5th, South
Salt Lake City, UT 84101
(801) 328-9404

Critzer Equipment Co.
P.O. Box 152
Spokane, WA 99210
(509) 534-0446

ILLINOIS

Clark's Carpenter Bus Sales
Route No. 1
Linn, MO 65051
(314) 897-3582

Padfield Bus & Equipment Co.
P.O. Box 125
Breese, IL 62230
(618) 526-4131

Ross Bus Sales
1801 West Route 120
McHenry, IL 60050
(312) 782-8511
(815) 344-0823 or 344-0822

Truck Equipment Co.
1911 S.W. Washington St.
Peoria, IL 61602
(309) 673-0771

INDIANA

Bob Bard, Inc.
1204 Lexington Drive
New Albany, IN 47150
(812) 948-8332

Jack Chaille Co.
3610 North Shadeland Drive
Indianapolis, IN 46226
(317) 545-3008

Gary Truck & Bus Sales, Inc.
2348 W. 48th Avenue
Gary, IN 46408
(219) 980-1169

IOWA

United School Equip. Co., Inc.
9201 "J" Street
Omaha, NE 68127
(402) 339-5992

Watkins Body Co.
Keosauqua, IA 52565
(319) 293-3231

KANSAS

White Bus & Equipment Co.
Riverside P.O. Box 9005
Kansas City, MO 64168
(816) 741-1414 or 741-1415

KENTUCKY

Bob Bard, Inc.
1204 Lexington Drive
New Albany, IN 47150
(812) 948-8332

LOUISIANA

Southern Bus Sales, Inc.
P.O. Box 7474
Alexandria, LA 71301
(318) 445-7138

MAINE

Northeast Bus Sales, Inc.
275 Lexington Street
Waltham, MA 02154
(617) 894-9877

MARYLAND

Snyder Body, Inc.
P.O. Box 220
Hampstead, MD 21074
(301) 239-7777

MASSACHUSETTS

Northeast Bus Sales, Inc.
275 Lexington Street
Waltham, MA 02154
(617) 894-9877

Cottrell Bus Sales Corp.
9 Cel-Bret Drive
Danbury, CT 06810
(203) 792-1484

MICHIGAN

Arrowhead Equipment Co.
Truck Center Drive
Duluth, MN 55806
(218) 628-2345

Boyce Co.
4482 N. Spiderlake Road
Traverse City, MI 49684
(616) 941-1598

Carpenter Bus Sales & Service
358 Adolph Street
Rockford, MI 49341
(616) 866-1448

Neil's Automotive Service, Inc.
167 East Kalamazoo Avenue
Kalamazoo, MI 49006
(616) 342-9855

Wolverine School Bus & Equip. Co.
P.O. Box 167
Birmingham, MI 48012
(313) 644-8411

MINNESOTA

Arrowhead Equipment Co.
Truck Center Drive
Duluth, MN 55806
(218) 628-2345

McLaughlin Equipment Co.
320 South 27th Street
Fargo, ND 58101
(701) 237-6046

Tillson Bus & Equipment Co.
1901 W. 144th Street
Burnsville, MN 55337
(612) 435-8622

MISSISSIPPI

Brantley Bus Sales, Inc.
1728 Terry Road, Mart 51
Jackson, MS 39204
(601) 353-1631

MISSOURI

Clark's Carpenter Bus Sales
Route No. 1
Linn, MO 65051
(314) 897-3582

Padfield Bus & Equipment Co.
P.O. Box 125
Breese, IL 62230
(618) 526-4131

White Bus & Equipment Co.
Riverside P.O. Box 9005
Kansas City, MO 64168
(816) 741-1414 or 741-1415

MONTANA

McLaughlin Equipment Co.
320 South 27th Street
Fargo, ND 58101
(701) 237-6046

Western Motors
800 North First Street
Hamilton, MT 59840
(406) 363-3000

NEBRASKA

Colman Equipment Co.
P.O. Box 213
Casper, WY 82602
(307) 234-3500

United School Equip. Co., Inc.
9201 "J" Street
Omaha, NE 68127
(402) 339-5992

NEVADA

General Coach & Equip. Sales
P.O. Box 6211
Sacramento, CA 95860
(916) 487-0438 or 444-0937

NEW HAMPSHIRE

Northeast Bus Sales, Inc.
275 Lexington Street
Waltham, MA 02154
(617) 894-9877

NEW JERSEY

Arcola Bus Sales Company
Div. of Arcola Bus Corp.
E-15 Pleasant Avenue
Paramus, NJ 07652
(201) 845-4777

School Bus Sales
624 West Broad Street
Paulsboro, NJ 08066
(609) 423-1114

NEW MEXICO

Bus Sales, Inc.
4510 Broadway, S.E.
Albuquerque, NM 87105
(505) 877-0220

Carpenter (continued)

NEW YORK

Consolidated Bus Sales
& Service
127 Milligan Lane
Babylon, NY 11704
(516) 422-1163

Frontier Bus Sales & Serv., Inc.
2306 Walden Avenue
Buffalo, NY 14225
(716) 684-9330

V.W. Weeks & Sons, Inc.
Upper Glen Street
Glens Falls, NY 12802
(518) 792-0075

NORTH CAROLINA

Carolina Bus Sales
943 Riverside Drive
Asheville, NC 28804
(704) 254-5612

NORTH DAKOTA

McLaughlin Equipment Co.
320 South 27th St.
Fargo, ND 58101
(701) 237-6046

OHIO

Ace Truck Equipment Co.
1130 Newark Road
Zanesville, OH 43701
(614) 453-0551

H.M Bosse & Son
7250 Longfield Drive
Box 43026, Madeira P.O.
Cincinnati, OH 45243
(513) 561-7928

Myers Equipment Corp.
601 East Main Street
Canfield, OH 44406
(216) 533-5556

Schodorf Body Co.
885 Harmon Avenue
Columbus, OH 43223
(614) 228-6793

Standard Hardware & Supply Co.
East Main Street
McArthur, OH 45651
(614) 596-5520

OKLAHOMA

Cecil H. Lamb
P.O. Box 100
Elgin, OK 73538
(405) 492-4153

OREGON

W.J. Roots & Co.
2366 S. E. Ochoco Street
Portland, OR 97202
(503) 654-6516

PENNSYLVANIA

Gross Equipment Co., Inc.
R.D. 1, Box 387
Bechtelsville, PA 19505
(215) 367-2685

Myers Equipment Corp.
601 East Main Street
Canfield, OH 44406
(216) 533-5556

RHODE ISLAND

Cottrell Bus Sales Corp.
9 Cel-Bret Drive
Danbury, CT 06810
(203) 792-1484

SOUTH CAROLINA

Carolina Bus Sales
943 Riverside Drive
Asheville, NC 28804
(704) 254-5612

SOUTH DAKOTA

McLaughlin Equipment Co.
320 South 27th Street
Fargo, ND 58101
(701) 237-6046

TENNESSEE

Carpenter Bus Sales
1011 Cherry Avenue
Nashville, TN 37203
(615) 256-3910

TEXAS

Commercial Body Corp.
P.O. Box 1119
San Antonio, TX 78294
(512) 224-1931

UTAH

Cannon Sales, Inc.
340 West 5th, South
Salt Lake City, UT 84101
(801) 328-9404

VERMONT

V.W. Weeks & Sons, Inc.
Upper Glen Street
Glens Falls, NY 12802
(518) 792-0075

J & B International Trucks, Inc.
30 Main Street
Burlington, VT 05401
(802) 862-6551

VIRGINIA

Smith-Moore Body Co.
P.O. Box 27287
Richmond, VA 23261
(804) 321-7686

WASHINGTON

Critzer Equipment Co.
P.O. Box 152
Spokane, WA 99210
(509) 534-0446

W.J. Roots & Co.
2366 S. E. Ochoco Street
Portland, OR 97202
(503) 654-6516

Transport Equipment Co.
P.O. Box 3817
Seattle, WA 98124
(206) 223-5489 or 223-5454

WEST VIRGINIA

Craig Motor Service Co.
131 W. Pike Street
P.O. Box 1400
Clarksburg, WV 26301
(304) 624-3300

WISCONSIN

Arrowhead Equipment Co.
Truck Center Drive
Duluth, MN 55806
(218) 628-2345

Atlas Truck Equipment & Bus Corp.
415 South Third Street
Milwaukee, WI 53204
(414) 272-1590

Tillson Bus & Equipment Co.
1901 West 144th Street
Burnsville, MN 55337
(612) 435-8622

WYOMING

Colman Equipment Co.
P.O. Box 213
Casper, WY 82602
(307) 234-3500

COACH & EQUIP.

CONNECTICUT

Harry W. Beers
Sales Representative
33 Creeping Hemlock Drive
Norwalk, CT 06851
(203) 847-8440

DELAWARE

Wolfington Body Co., Inc.
P.O. Box 218, Route 100
Exton, PA 19341
(215) 458-8501

ILLINOIS

Fortivan Sales Corp.
of Illinois
21 West 165 Hill Avenue
Glen Ellyn, IL 60137
(312) 655-0533

MICHIGAN

Great Lakes Coach Sales
P.O. Box 181
8922 Shaver Road
Portage, MI 49081
(616) 327-8911

MINNESOTA

North Central Coach &
Equipment
P.O. Box 1084
Clearwater Road
St. Cloud, MN 65301
(612) 215-7252

NEW JERSEY

Wolfington Body Co., Inc.
Route 38
Mount Holly, NJ 08060
(609) 267-0763

NEW YORK

Coach & Equipment Sales Corp.
104 Lake Street
Penn Yan, NY 14527
(315) 536-6712

PENNSYLVANIA

Wolfington Body Co., Inc.
P.O. Box 218, Route 100
Exton, PA 19341
(215) 458-8501

KENTUCKY

Fred S. Post, Jr. Co.
617-24th at University Avenue
Knoxville, TN 37902
(615) 532-2102

TENNESSEE

Fred S. Post, Jr. Co.
617-24th at University Avenue
Knoxville, TN 37902
(615) 532-2102

For all areas not shown,
please call:
Richard (Dick) Kreutziger
Coach & Equipment
Penn Yan, NY 14527
(315) 536-3316

COLLINS

ALABAMA

Eddins Bus Sales, Inc.
4910 Altadena Drive S.
Birmingham, AL 35244
Ira Eddins
(205) 967-7475

ARIZONA

Auto Safety House
2630 West Buckeye Road
Box 20643
Phoenix, AZ 85036
Harry Amster
(602) 269-9721

CALIFORNIA

Kent Kitterman, Inc.
1720 S. First Street
San Jose, CA 95112
Kent Kitterman
(408) 998-8300

National Bus Sales & Leasing
5943 Sepulveda Blvd.
Van Nuys, CA 91401
Jim Black
(213) 781-0620

CONNECTICUT

School Lines, Inc.
Box 421
Madison, CT 06443
Jack Beebe
(203) 245-2781

DELAWARE

Wolfington Body Co., Inc.
Route 38
Mount Holly, NJ 08060
Robert Wolfington
(609) 267-0763

FLORIDA

Superior Coach of Florida, Inc.
P.O. Box 17904
Orlando, FL 32860
Dan Zaffran
(305) 298-1010

GEORGIA

Eddins Bus Sales, Inc.
4910 Altadena Drive S.
Birmingham, AL 35244
Ira Eddins
(205) 967-7475

ILLINOIS

E.M. Bailey & Sons, Inc.
1402 N. Locust Street
Pontiac, IL 61764
Joe Bailey
(815) 844-5117

Padfield Bus & Equipment
P.O. Box 125
Breese, IL 62230
Paddy Padfield
(618) 526-4131

Superior Coach Sales
P.O. Box 600
2420 N. Highway 67
Florissant, MO 63033
Phil Daugherty
(314) 838-3600

INDIANA

Imperial Equipment Corp.
P.O. Box 1190
3440 Kossuth Street
Lafayette, IN 47902
Bob Calloway
(317) 447-9321

Castleton Coach
Box 50248
Indianapolis, IN 46200
Bus Reitmier
(317) 849-3304

IOWA

School Bus Sales Co.
P.O. Box 817
4537 La Porte Road
Waterloo, IA 50704
Dan Gray
(319) 232-6694

KANSAS

Coffeyville Bus Sales
703 Central
Coffeyville, KS 67337
George Pruitt
(316) 251-4008

Kansas Truck Equipment
1521 S. Tyler Road
Wichita, KS 67209
Dick Perry
(316) 722-4291
1 (800) 362-2109

School Services & Leasing
P.O. Box 4383
Overland Park, KS 66204
Don Kincaid
(913) 384-1190

LOUISIANA

Seaman's Blue Bird Bus Sales
P.O. Box 1364
Ruston, LA 71270
Bill Seaman
(318) 255-0897

MARYLAND

Patco Distributors, Inc.
P.O. Box 946
Spa Road
Annapolis, MD 21404
Pat Henry
(301) 269-0251

MASSACHUSETTS

School Lines, Inc.
Box 421
Madison, CT 06443
Jack Beebe
(203) 245-2781

MICHIGAN

Stephens Equipment Sales
1250 Roth Drive
Lansing, MI 48910
Lyle Stephens
(517) 694-3957

MINNESOTA

Hoiby Body Co.
2010 Washington Avenue N.
Minneapolis, MN 55411
Harv Newquist
(612) 521-4703

United Truck Body
3357 Miller Truck Hiway
Duluth, MN 55811
Kelly Hurstead
(218) 729-6000

MISSISSIPPI

Bus Supply Company, Inc.
Highway 98 E.
P.O. Box 502
McComb, MS 39648
Keith Sanders
(601) 684-2900

MISSOURI

Allied Bus Sales
P.O. Box 330
Belton, MO 64012
Terry Crabtree
(816) 331-9600

Superior Coach Sales
P.O. Box 600
2420 N. Highway 67
Florissant, MO 63033
Phil Daugherty
(314) 838-3600

NEBRASKA

Badger Body & Truck
6336 Grover Street
Omaha, NE 68106
Larry Moore
(402) 558-5300

NEVADA

Hasco
P.O. Box 26485
1355 South 728 West
Salt Lake City, UT 84125
Wally Scott
(801) 972-1581

NEW JERSEY

Wolfington Body Co., Inc.
Route 38
Mount Holly, NJ 08060
Robert Wolfington
(609) 267-0763

NEW MEXICO

United Superior Sales
4510 Broadway S.E.
Albuquerque, NM 87105
Glen Lloyd
(505) 877-0220

NEW YORK

Philbor Motors, Inc.
303 Main Street
Hempstead, NY 11550
Ron Masi
(516) 481-7200

Western New York Bus Sales
P.O. Box 428
Hammondsport, NY 14840
Jeff Zimar
(607) 569-2459

NORTH DAKOTA

Dietrich & Sons, Inc.
Box 1188
Valley City, ND 58072
Richard Dietrich
(701) 845-1590

OHIO

Myers Equipment Company
601 E. Main
Canfield, OH 44406
Richard Myers
(216) 533-5556

OKLAHOMA

Bolain Equipment Sales
15901 East Admiral Place
Tulsa, OK 74116
Herb Bolain
(918) 437-3434

OREGON

Dorsey Transportation, Inc.
1500 N.W. 9th Street
Corvallis, OR 97330
Barney Rademacher
(503) 754-7575

PENNSYLVANIA

Welsh Equipment Company
917 Maplewood Drive
Pittsburgh, PA 15234
John Welsh
(412) 563-2662

Wolfington Body Co., Inc.
Route No. 100
P.O. Box 218
Exton, PA 19341
Richard Wolfington
(215) 458-8501

SOUTH DAKOTA

Foreman School Bus Sales
Miller, SD 57362
Bob Holm
(605) 853-2708

TENNESSEE

Blue Bird of Tennessee
P.O. Box 743
Murfreesboro, TN 37130
George Law
(615) 890-6368

TEXAS

Bolain Equipment, Inc.
Route 1, Box 476
Denton, TX 76201
Larry Hemphill
(817) 383-3518

Collins (continued)

UTAH

Tesco
1103 South 700 West
P.O. Box 26864
Salt Lake City, UT 84125
Milt Christen
John Newburn
(801) 973-2100

VERMONT

School Lines, Inc.
Box 421
Madison, CT 06443
Jack Beebe
(203) 245-2781

VIRGINIA

Sonny Merryman, Inc.
P.O. Box 177
Rustburg, VA 24588
Sonny Merryman
(804) 332-7338

WASHINGTON

Dorsey Transportation, Inc.
1500 N.W. 9th Street
Corvallis, OR 97330
Barney Rademacher,
(503) 754-7575

WEST VIRGINIA

Fleming Equipment
250 Monticello Avenue
Clarksburg, WV 26301
Lewis Davis
(304) 624-6360

WISCONSIN

Northland Equipment Co., Inc.
306 W. State Street
P.O. Box 547
Janesville, WI 53545
Dave Shebiel
(608) 754-6608

WYOMING

Colman Equipment Co.
Box 213
Casper, WY 82602
Earl Colman
(307) 234-3509

CROWN

ARIZONA

Arizona Bus Sales
P.O. Box 21226
Phoenix, AZ 85036

CALIFORNIA

Southern:
Crown Coach Corp.
2428 East 12th Street
Los Angeles, CA 90021
(213) 627-4021

North California & Bay Area:
Dale Palfreyman
(213) 627-4021

COLORADO & WYOMING

Rocky Mountain Bus Sales
P.O. Box 461
Monument, CO 80132

NEW MEXICO

Tillery Chevrolet-GMC
P.O. Box 8
Estancia, NM 87016

OREGON

W.J. Roots Co.
2366 S.E. Ochoco Street
Portland, OR 97202

TEXAS

Smith Sales Co.
P.O. Box 1551
Austin, TX 78767

UTAH

Tates, Inc.
4400 South 4th Street West
Salt Lake City, UT 84107

WASHINGTON

Crown Coach Sales
P.O. Box 626
Redmond, WA 98052

BRITISH COLUMBIA & ALBERTA

Levitt Intercity Coach Sales, Ltd.
345 Lynn Avenue
North Vancouver, BC

CENTRAL & EASTERN CANADA

Provost Car, Inc.
Ste-Claire (Dorchester)
P.Q., Canada G0R 2V0

GILLIG

ARIZONA

Superior Coach & Equipment Sales
P.O. Box 5278
2928 East Washington Street
Phoenix, AZ 85008
(602) 275-5779

OREGON

Schetky Northwest Sales, Inc.
7001 N.E. Columbia Blvd.
Portland, OR 97213
(503) 287-4141

WASHINGTON

Transport Equipment Company
3400 6th Avenue South
Seattle, WA 98124
(206) 223-5481

SUPERIOR

ALABAMA

Waits Sales & Equipment Co., Inc.
P.O. Box 575
Bessemer, AL 35020
(205) 425-2519

ALASKA

Schetky Northwest Sales, Inc.
P.O. Box 20041
Portland, OR 97220
(503) 287-4141

ARIZONA

Superior Coach & Equipment
Sales of Arizona
2928 E. Washington Street
P.O. Box 5278
Phoenix, AZ 85008
(602) 275-5779

CALIFORNIA

Superior Bus Sales & Leasing
48 East Dealwood
El Centro, CA 92243
(714) 353-2250

United Bus Sales, Inc.
6700 So. Garfield Ave.
Bell Gardens, CA 90201
(213) 927-1377

COLORADO

Jacobs Equipment Co.
1950-31st Street
Denver, CO 80216
(303) 292-3580

CONNECTICUT

Metropolitan Equip. Corp.
P.O. Box 275
Roslyn, NY 11576
(516) 621-7700

DELAWARE

Watson Automotive Equip. Co.
1001 East Ridgeville Blvd.
Mount Airy, MD 21771
(301) 829-2800

Wolfington Body Co., Inc.
P.O. Box 218
Exton, PA 19341
(215) 458-8501

FLORIDA

Superior Coach of Florida, Inc.
6647 No. Orange Blossom Trail
P.O. Box 17904
Orlando, FL 32810
(305) 298-1010

GEORGIA

Superior Coach of Florida, Inc.
Georgia Division
P.O. Box 29546
Atlanta, GA 30329
(404) 636-2370

HAWAII

Hawaiian Equipment Co.
P.O. Box 3677
Honolulu, HI 96811
(808) 839-4511

IDAHO

Washington Auto Carriage
Truck Equipment Co.
5301 East Broadway
P.O. Box 11435
Spokane, WA 99211
(509) 534-9359

Western Mountain Superior
Coach Sales & Service
Route 3
Nampa, ID 83651
(208) 466-4181

ILLINOIS

Superior Coach Sales, Inc.
2420 N. Highway 67 (Lindbergh)
P.O. Box 600
Florissant, MO 63033
(314) 838-3600

Superior (continued)

ILLINOIS (continued)

Superior Coach Sales & Service
Route 45 & 52 South
P.O. Box 582
Kankakee, IL 60901
(815) 933-2412

INDIANA

Leonard Supply Co.
P.O. Box 338
Silver Lake, IN 46982
(219) 352-2529

IOWA

Hawkeye Superior Bus Sales, Inc.
1019 Main Street
P.O. Box F
Manson, IA 50563
(712) 469-2688

Superior Sales of Nebraska, Inc.
P.O. Box 27086
Ralston, NE 68127
(402) 331-5545

KANSAS

Superior Bus Sales, Inc.
4713 N. St. Joseph Avenue
P.O. Box 120 - Station E
St. Joseph, MO 64505
(816) 364-1175

KENTUCKY

Edwin H. Davis & Son
Langsville, OH 45741
(614) 742-2444

Fred S. Post, Jr. Co.
617 24th at University Avenue
Knoxville, TN 37921
(615) 532-2102

LOUISIANA

Superior Coach Sales, Inc.
13031 South Choctaw Drive
Baton Rouge, LA 70815
(504) 272-8550

MAINE

Hews Body Company, Inc.
190 Rumery Street
South Portland, ME 04106
(207) 767-2136

Hews Body Company, Inc.
163 Hildreth Street
Bangor, ME 04401
(207) 947-6148

MARYLAND

Watson Automotive Equip. Co.
1001 East Ridgeville Blvd.
Mount Airy, MD 21771
(301) 829-2800

MASSACHUSETTS

Transport Engineering Co., Inc.
622 Washington Street
Weymouth, MA 02188
(617) 337-0878

MICHIGAN

Classrooms, Inc.
1100 East Jolly Road
Lansing, MI 48910
(517) 882-2446

Hoekstra Truck Equipment Co.
260 - 36th Street, S.E.
P.O. Box 8575
Grand Rapids, MI 49508
(616) 241-6664

Superior Coach Sales of Milw.
6431 S. 108th St.
P.O. Box 70
Hales Corners, WI 53130
(414) 425-2111

MINNESOTA

Anderson Superior Coach Sales, Inc.
Hwy. 75 South & County Road 75
P.O. Box 583
Moorhead, MN 56560
(218) 236-7710

Charles Olson & Sons, Inc.
677 Transfer Road
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Florissant, MO 63033
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P.O. Box 120 - Station E
St. Joseph, MO 64505
(816) 364-1175

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(717) 834-3510

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Weymouth, MA 02188
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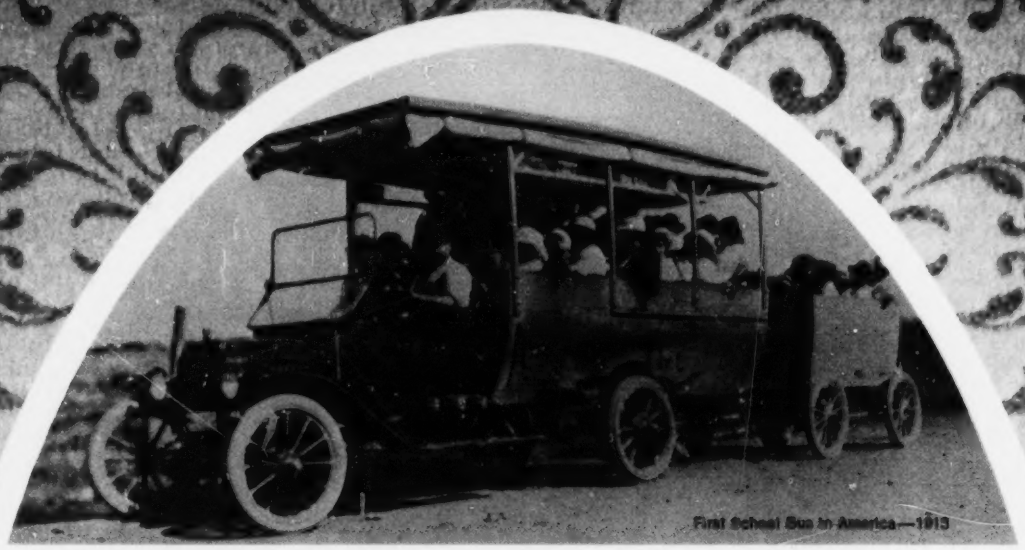

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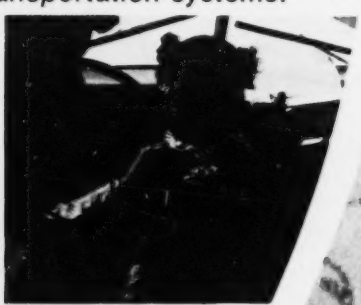

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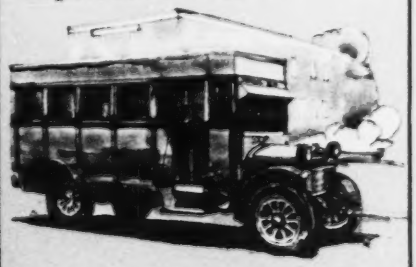
Before you buy your see if it can pass this

HISTORY.

How long has your supplier been in business?

It's true that "experience is the best teacher." And Superior has 50 years of innovative supremacy in the school bus industry as its background. That means 50 years of proven performance, proven technological leadership, and proven durability. Superior has always been a leader in its field. And what it means to you is, as always, a proven, dependable bus.



MECHANICAL ENGINEERING.

When it comes to "nuts and bolts," does your supplier copy, or contribute?

This question may be tough to answer. And the reason is because so many others have adopted Superior construction features over the years. In fact, many construction features introduced as early as 1931 by Superior *have become government requirements or standards for all buses.* (We'll be glad to prove it to you. Just ask.) Even now, though, Superior offers several construction advantages *no one else offers:* strong "Z" construction for sides and roof; heavy gauge floor assembly; rugged corner-post design; and an extra strong floor structure. These, too, may soon become standards in the industry. But until then, you can own the original.

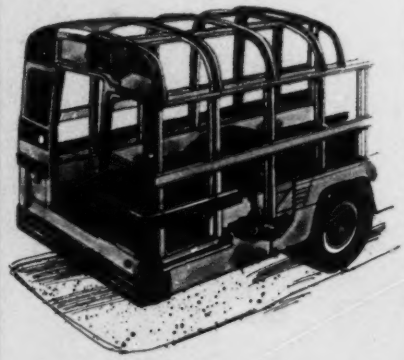
ECONOMICS.

How wide a range of size choice does your supplier offer?

These days, that's a critical question. With operating costs rising so quickly, schools can't afford waste in any area. Why support a group of 72-passenger buses when a group of 35-passenger buses will do the job? Or, perhaps the opposite is true for you.

Circle 135 on SBF Action Card

next school bus, examination:



The point is that Superior has conventional, intermediate, medium and small sizes...each with its own seating flexibility... to fit your specific requirements. And efficiency is economy.

BUSINESS ADMINISTRATION.

How close...and how complete...is your supplier's dealer organization?

Superior has been building its coast-to-coast dealer network for half a century. It is big, solid, tried and proven. This means more attention for your needs; more efficient and faster service when you need it most; and "sudden" parts availability from a brand new, computerized parts/service operation. That's why the Superior bus you buy also comes with the strongest dealer backup you could want. Call your Superior dealer soon. Superior Division, Sheller-Globe Corporation: Lima, Ohio 45802; Kosciusko, MS 39090; Morris, Manitoba R0G 1K0; Deseronto, Ontario K0K 1X0.

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Mount Airy, MD 21771
(301) 829-2800

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Tacoma, WA 98424
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Washington Auto Carriage
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(509) 534-9359

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(503) 287-4141

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Crosslanes-Interchange I-64
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(612) 641-3900

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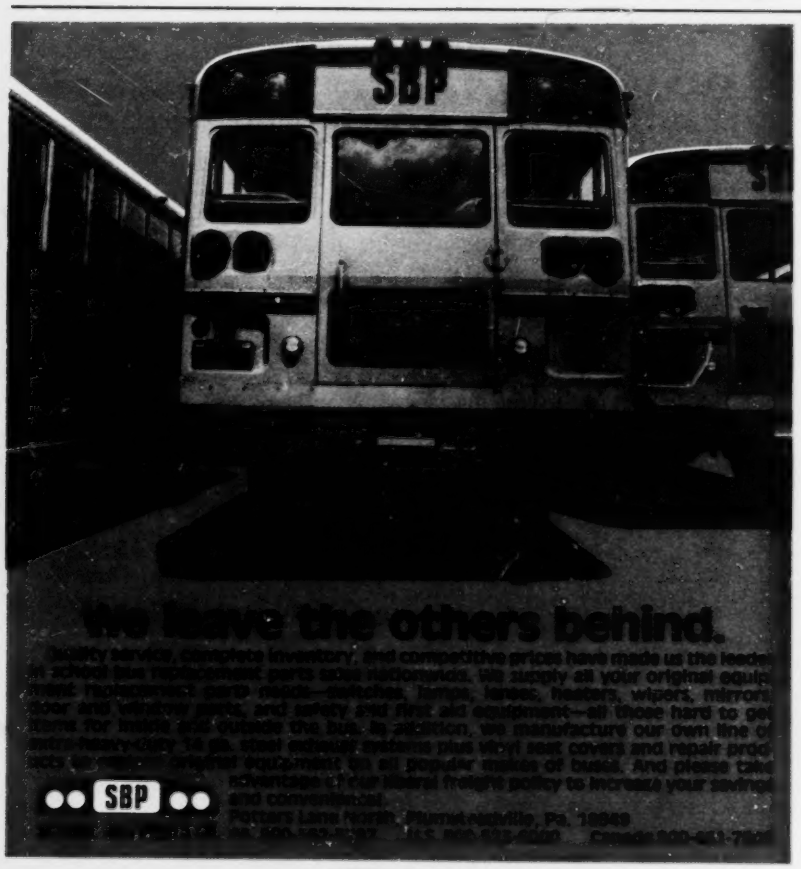

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for the handicapped child specially designed for school buses

- *Holds child in correct, comfortable position safely and securely*
- *Driver simply snaps harnessed child into seat, eliminating need for an assistant*
- *Exceeds SAE specs*
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WHAT'S BEHIND US PUTS YOU AHEAD.

The all-new Thomas SAF-T-LINER® E. R. rear-engine coach puts you 'way out ahead. In maintenance, performance and durability.

The large engine compartment—behind the bus—makes the engine easier to reach, maintain and service.

Because the engine is in the rear, there is no engine "hump" to clutter the entry way. It also improves traction, weight distribution and handling. And makes available spacious, optional "full through" underbody storage.

Behind the quiet, safe ride is a husky SAF-T-LINER® frame with tubular cross-members and bolted construction. Plus deep-spring suspension that cradles the driver and up to 84 passengers in easy-going comfort.

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(801) 972-1581

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per-lux

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1242 East Edna Place, Covina, California 91724 Phone 213/331-4801

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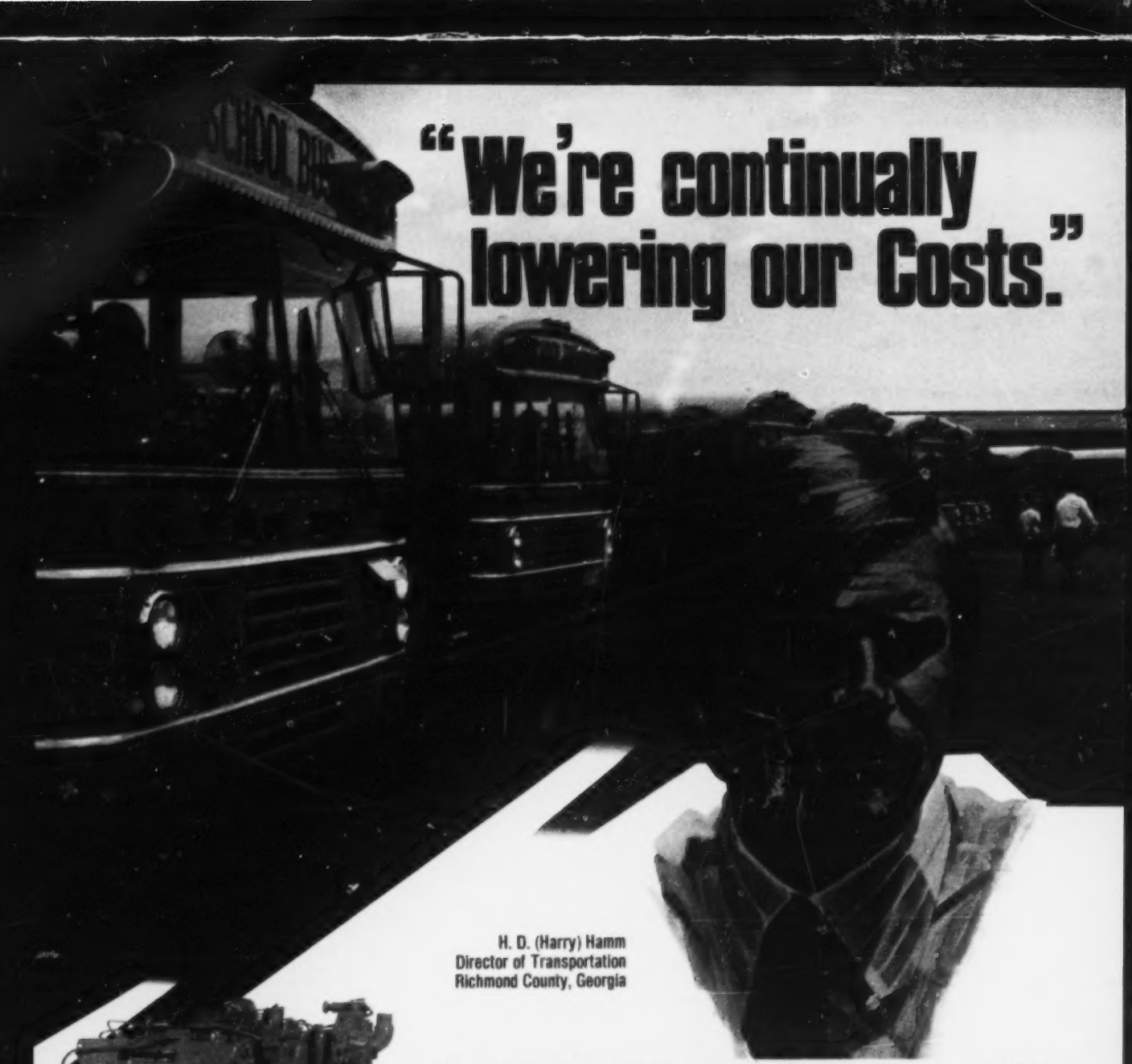
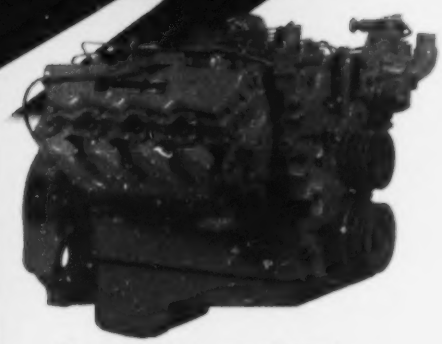
"We're continually lowering our Costs."



H. D. (Harry) Hamm
Director of Transportation
Richmond County, Georgia



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"In my position, I have to worry about economy... and the long life of an engine. With the Cat 3208 I can promise the school board both.

"We're getting 9.5 mpg with Cat Engines... more than double the gas engines. The gas models have to fill up every day—sometimes twice. With the 3208 it's maybe twice a week. We have a lot of breakdowns with the gas engines, too—we don't with the Cat Diesels."

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"After 75,000 miles, our gas engines have to be pulled. That costs! With the Cat Diesels we don't have to worry about that. There's just no comparison to Cat Engines."

Hamm knows Cat value. That's why he specifies the 3208.

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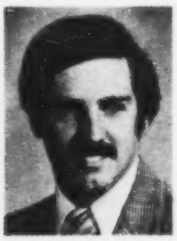
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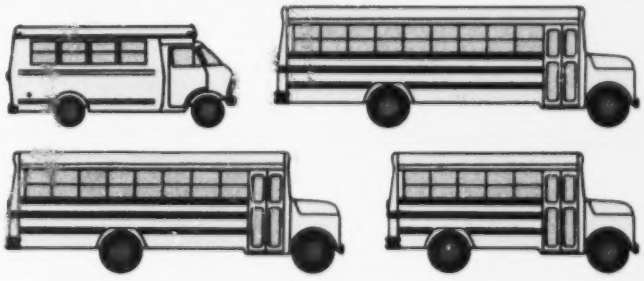

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CURRICULUM PRODUCT REVIEW — A tabloid innovator, solely devoted to education's school district curriculum influences. 55,000 100% BPA verified circulation generating 30,000 sales-lead inquiries per issue for the 9-month school year. **Career Education News** is a companion semi-monthly newsletter.

METROPOLITAN — Seventy-five years in contact with the bus and rail transit market. 100% BPA verified circulation of 13,500. Up 35 pages, first 6 months of 1979.

CONTEMPORARY SURGERY — Leading journal in the surgery field with the largest surgeon circulation (39,000 100% BPA verified). Up 168% in ad pages for 1978 with 430 paid pages. Readership winner with Focus, Medical Media Audit and Media-Chek. Up 89 pages in first 6 months of 1979.

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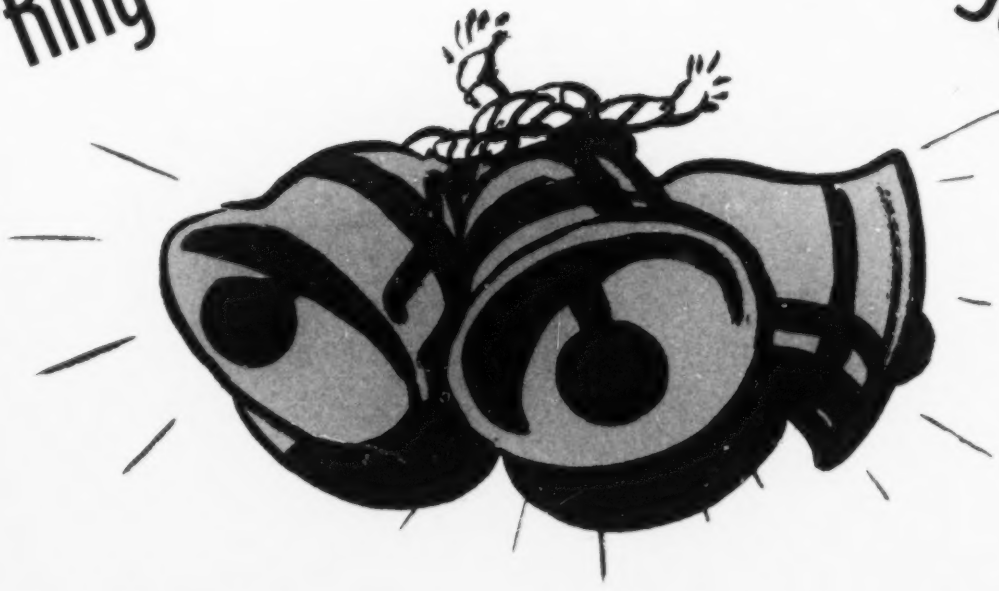

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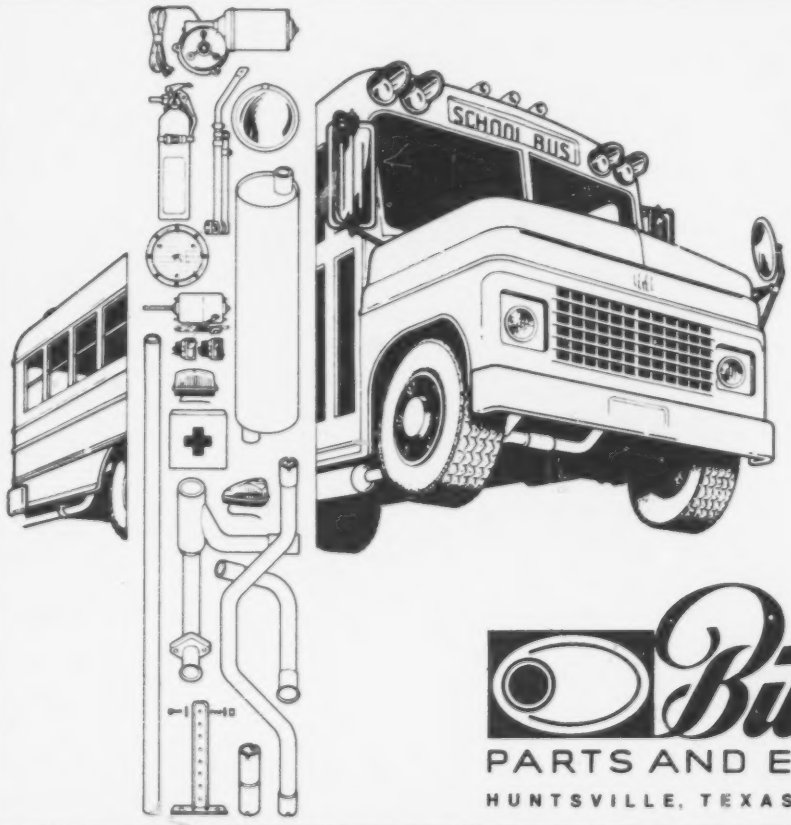

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Circle 111 on SBF Action Card

SPECIAL EDITION

SCHOOL BUS ASSOCIATION GUIDE

National School Transportation Association

The NSTA, founded in 1964 by the private school bus owners and operators, enters its 16th year with a renewed hope in the future of yellow school buses and pupil transportation.

The NSTA Liability Insurance Plan is almost a year old and greatly exceeds any expectations. The industry now has a stable, fairly-priced insurance market.

Private owners no longer pay excise taxes on numerous bus items and are, therefore, able to offer their professional services at even fairer prices to the local school boards.

NSTA and NAPT (public members) are cooperating on a variety of projects of mutual interest such as: the EPA Noise Abatement Regulation; the SAE Bus Study Group; several DOT regulations and the National Standards Conference which the National Safety Council is sponsoring for the total industry. The challenges are there, but so is the cooperative talent and expertise of the industry . . . and the superb safety record which is the fruit of all our labors.

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Fairfax, VA 22030

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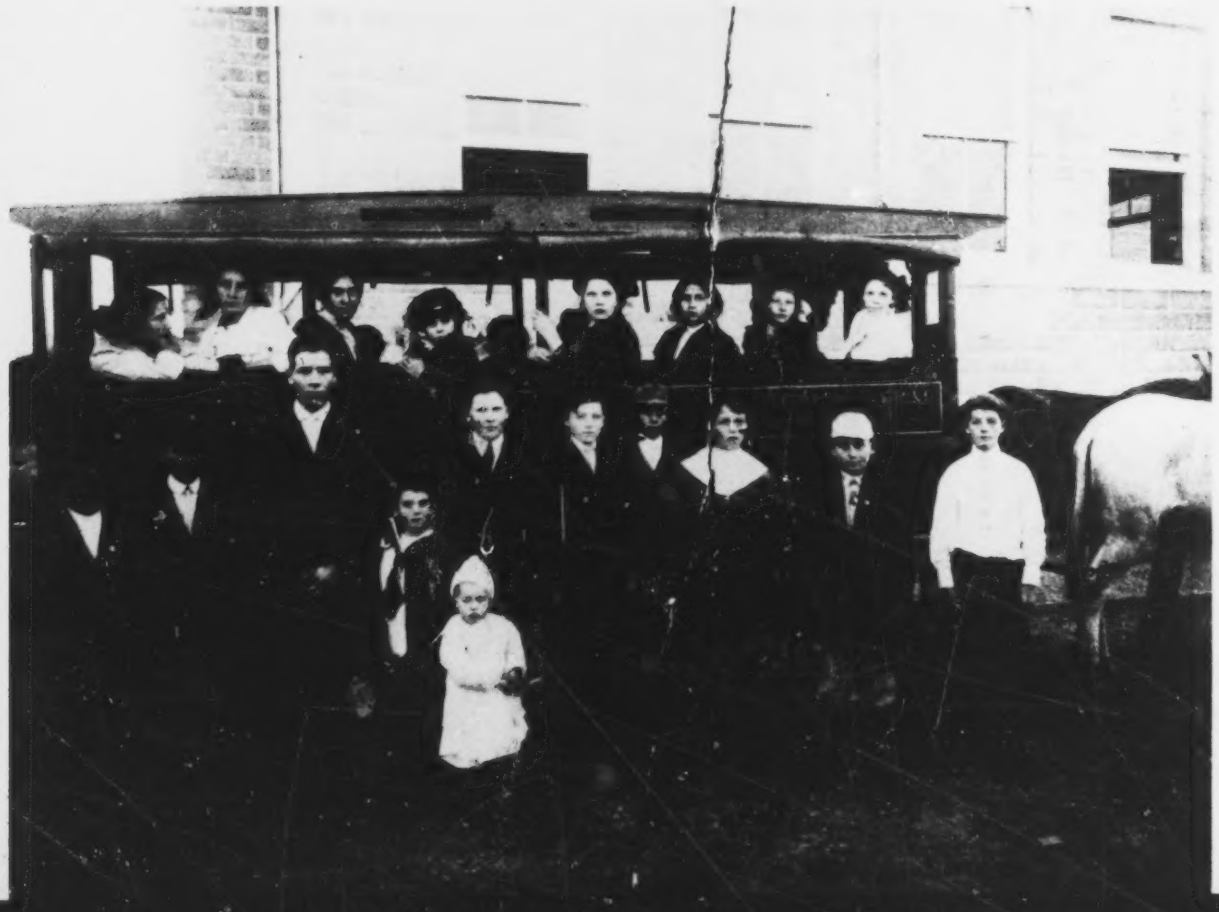
Help Us Celebrate Our Birthday

February-March 1980 issue

SCHOOL BUS FLEET is about to reach the quarter-of-a-century mark, and will honor the event with a special anniversary edition. This issue will be a collector's item, featuring photos and articles tracing the history of the industry back to its horse-and-wagon beginnings.

We hope you will join us in this celebration by sharing old photos and newspaper clippings, anecdotes, memories and historical stories of the growth of your bus service.

All materials can be sent to Editor, SCHOOL BUS FLEET, 2500 Artesia Blvd., Redondo Beach, California 90278. They will be returned to sender after use.



STATE DIRECTORS OF PUPIL TRANSPORTATION

Norman N. Loper, Coordinator
Pupil Transportation
State Office Building-Room 515
Montgomery, AL 36130
(205) 832-3984

Greg S. Thies
Pupil Transportation Officer
State Department of Education
Pouch F
Juneau, AK 99811
(907) 465-2890

Gene Larson, Manager
Pupil Transportation
Office of Highway Safety
1655 West Jackson Street
Phoenix, AZ 85007
(602) 261-7692

Jim Bohannon, Supervisor
School Transportation
State Department of Education
Little Rock, AR 72201
(501) 371-1560

Jack P. Lieberman, Chief
Bureau of Management Services
State Department of Education
721 Capitol Mall
Sacramento, CA 95814
(916) 445-9466

August Campbell, Consultant
State Department of Education
State Office Building
201 E. Colfax
Denver, CO 80203
(303) 839-2214

John L. O'Connell
Pupil Trans. Administrator
Dept. of Motor Vehicles
60 State Street
Wethersfield, CT 06109
(203) 566-4511

Leon Hart, Supervisor
Pupil Transportation
Dept. of Public Instruction
Townsend Building
Dover, DE 19901
(302) 678-4697

William C. French
Transportation Officer
D.C. Public Schools
2115 5th Street, N.E.
Washington, D.C. 20002
(202) 832-3786

Earl H. Wright, Administrator
School Transportation
Department of Education
Knott Building, Room 377
Tallahassee, FL 32304
(904) 488-4405

Al F. King, Administrator
Pupil Transportation Section
State Department of Education
156 Trinity Ave., S.W.
Atlanta, GA 30303
(404) 656-2467

Henry Imanaka, Administrator
Pupil Transportation Safety
1037 S. Beretania St.
State Dept. of Education
Honolulu, HI 96818
(808) 548-2364

D.L. Hicks, Supervisor
Pupil Transportation
L.B. Jordan Building
650 West State Street
Boise, ID 83720
(208) 384-3225

Ted B. Randall, Coordinator
Program Planning & Dev.
Illinois Office of Education
100 N. First Street
Springfield, IL 62701
(217) 782-7484

Richard E. Pea, Director
Division of School Traffic Safety
Department of Public Instruction
120 West Market Street-16th Floor
Indianapolis, IN 46204
(317) 633-4694

Dwight R. Carlson, Director
School Trans. and Safety Ed.
Dept. of Public Instruction
Grimes State Office Bldg.
Des Moines, IA 50319
(515) 281-5811

Dennis R. Newton, Supervisor
School Transportation
Safety Dept. Kansas DOT
State Office Building, 10th Floor
Topeka, KS 66612
(913) 296-3551

Paul E. Jones, Director
Div. of Pupil Transportation
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Capital Plaza Tower
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(502) 564-4718

Glen Bowman, Director
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State Dept. of Education
P.O. Box 44064
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(504) 342-3606

Fred Cole, Director
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Dept. of Educ. & Cultural Serv.
State Office Complex
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(207) 289-2061

Robert W. Gaddis, Coordinator
Safety and Transportation
State Dept. of Education
P.O. Box 8717, BWI Airport
Baltimore, MD 21240
(301) 796-8300 ext. 241

Leo Toro, Director
Bureau of Mgt. Services
State Dept. of Education
31 St. James Street
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(617) 727-5790

Phillip J. O'Leary, Supervisor
Safety & Traffic Programs
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P.O. Box 30008
Lansing, MI 48909
(517) 373-3314

Gerald Pavek, Director
Pupil Transportation
State Department of Education
Capitol Square Building-Room 810
550 Cedar Street
St. Paul, MN 55101
(612) 296-2839

Leonard Cain, Director
School Transportation
State Department of Education
P.O. Box 771
Jackson, MS 39205
(601) 354-6921

W.E. "Bill" Haynes, Director
Pupil Transportation
State Dept. of Education
Jefferson Bldg. P.O. Box 480
Jefferson City, MO 65102
(314) 751-2626

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Office of Public Instruction
State Capitol
Helena, MT 59601
(406) 449-3167

Pete Soderquist
Transportation Specialist
State Department of Education
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P.O. Box 94987
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(402) 471-2452

Jim Menath, Asst. Director
Office of Tech. Assistance
State Dept. of Education
400 West King Street
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(702) 885-5700

Robert F. McConnell
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Pupil Transportation Safety
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Concord, NH 03301
(603) 271-3484

John J. Giesguth, Director
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1676 N. Olden Avenue
Trenton, NJ 08638
(609) 292-8534

Bill Loshbough, Director
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Richard Ahola, Supervisor
Bureau Spec. Ed. Mgt. Serv.
State Department of Education
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65 S. Front Street
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J. Pat Odell, Director
Transportation Section
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2500 N. Lincoln
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John McElhany, Asst. Chief
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Stanley M. Jendezjec
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Ralph M. Hendrix, Director
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Ernest Farmer, Director
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State Dept. of Education
117 Cordell Hull Bldg.
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Gabe Gilley, Director
School Transportation
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Duane S. Carr, Specialist
Pupil Transportation
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250 E. 500 South
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(801) 533-5436

Edward Ryan, Chief
Education Field Services
State Department of Education
120 State Street
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(802) 828-2445

R.A. "Buster" Bynum, Supervisor
Pupil Transportation
State Department of Education
P.O. Box 60
Richmond, VA 23216
(804) 786-2618

Donald Carnahan, Supervisor
Pupil Transportation
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of Public Instruction
Olympia, WA 98504
(206) 753-0235

Paul Stewart, Director
School Transportation
State Dept. of Education
1900 Washington St., East
Charleston, WV 25305
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Del A. Kobs, Supervisor
Pupil Trans. Services
Dept. of Public Instruction
126 Langdon Street
Madison, WI 53702
(608) 266-2853

Robert D. Riley, Coordinator
Driver Ed. and Pupil Trans.
Hathaway Bldg.
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Circle 124 on SBF Action Card

National Association For Pupil Transportation

The National Association for Pupil Transportation strives to attain the following goals in service to the school bus industry:

- to promote and provide leadership for the improvement and advancement of pupil transportation
- to work particularly for economy, efficiency and safety in pupil transportation
- to serve as an agency for the collection and distribution of information and to provide services such as publications, conferences, research, trade shows and other activities that promote pupil transportation
- to assist its members and the industry in dealing with mutual business problems in accounting practices, business ethics, commercial and industrial research, standardization, statistics, trade promotion and relations with government, employees and the general public

In its five years of existence, NAPT has grown to nearly 600 members including a strong associate membership which made the recent annual meeting a resounding success. The organization includes members in the United States, Canada, Samoa and Puerto Rico.

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(713) 676-2222

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NEW! **BUSGATER T.M. is engineered to eliminate your hydraulic lift problems.**

- **Non-hydraulic drive** eliminates oil leaks.
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- **Versatile** Can be mounted to left, right of door or at rear.
- **Reliable** Gear-driven Saginaw ball screw drive operates freely at any temp.
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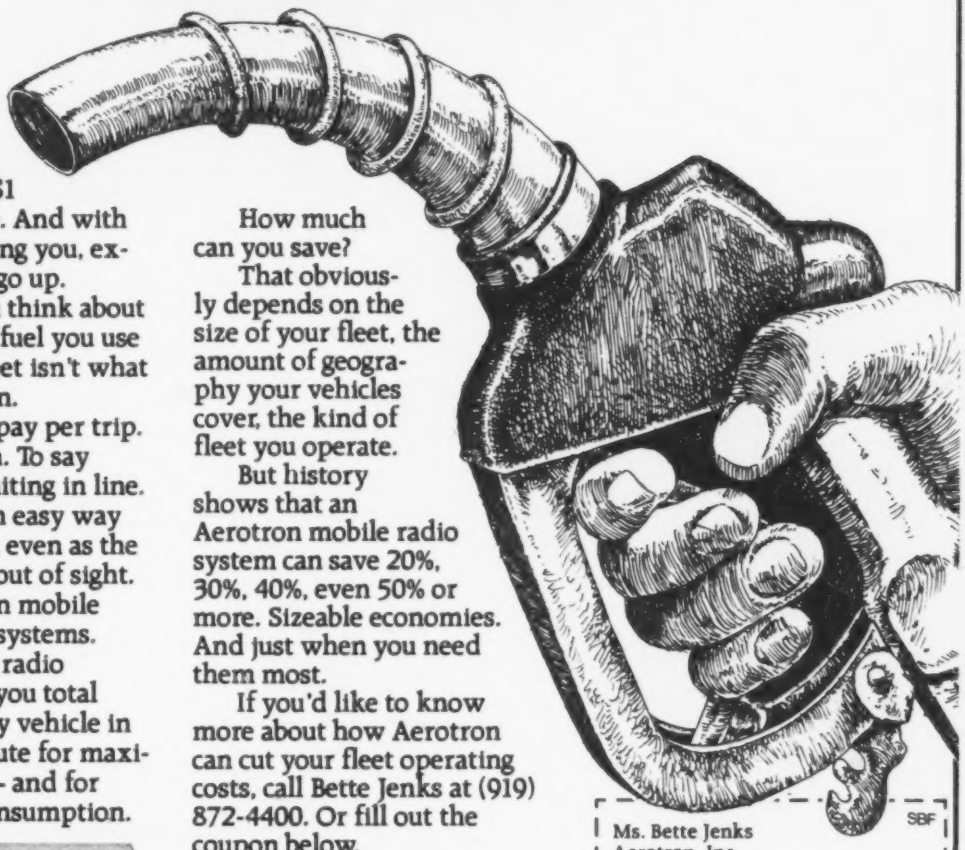
Circle 132 on SBF Action Card

CHEAP GAS.



The very idea seems silly, what with gas pumps showing $1 a gallon. Or more. And with everyone, including you, expecting prices to go up.

But when you think about it, the cost of the fuel you use to power your fleet isn't what you pay per gallon.

It's what you pay per trip. Or day. Or month. To say nothing about waiting in line.

And there's an easy way to cut those costs, even as the pump price goes out of sight.

With Aerotron mobile communications systems.

Our two-way radio equipment gives you total control over every vehicle in your fleet. You route for maximum efficiency — and for minimum fuel consumption.

Aerocom. Just one of Aerotron's many gas savers.

How much can you save?

That obviously depends on the size of your fleet, the amount of geography your vehicles cover, the kind of fleet you operate.

But history shows that an Aerotron mobile radio system can save 20%, 30%, 40%, even 50% or more. Sizeable economies. And just when you need them most.

If you'd like to know more about how Aerotron can cut your fleet operating costs, call Bette Jenks at (919) 872-4400. Or fill out the coupon below.

But do it now. For if anyone's going to cut the cost of fuel, it's got to be you.

With a little help from your friends at Aerotron.

SBF

Ms. Bette Jenks
Aerotron, Inc.
P. O. Pox 27500
Raleigh, NC 27611

Dear Bette:

Tell me how Aerotron can help me save some money.

NAME

COMPANY

ADDRESS

CITY

STATE ZIP

TELEPHONE

AEROTRON, INC.

Aerotron is America's leading corporation devoted exclusively to the manufacture of land mobile communications systems.

Circle 107 on SBF Action Card

✓ School Bus

1980 SCHOOL BUS

					ENGINE SPECIFICATIONS							CLUTCH		
	Model Number	Suggested Seating	Wheel Base	Overall Length	Type	Cubic Inch Displacement	Optional C.I.D.	Maximum Gross BHP @ rpm	Maximum Net BHP @ rpm	Maximum Gross Torque @ rpm	Maximum Net Torque @ rpm	Clutch Size (Standard)	Clutch Size (Optional)	Lining Clutch Area (Standard)
CHEVROLET	B6P042	48	189	322¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		54	218	349¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		60	235	377¼	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		66	254	403¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		72	274	423¼	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
	*427 (8.2L) also optional, 14" clutch **also 9000 ***427 C.I.D. requires 18,500 R.A. 14-speed automatic													
FORD	B600	36	151	288.8	V-8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		48	193	337.6	V-8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		54	217	397.7	V-8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
		60	237	402.5	V-8	370-2V	370-4V*	184@3600	180@3600	288@2400	274@2200	13"	–	183.4
	B700	60	237	402.5	V-8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
		66	255	434.8	V-8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
		72	275	444.3	V-8	370-2V	429-4V	234@3600	223@4000	288@2400	274@2200	13"	–	183.4
	B700D Diesel	60	237	402.5	V-8	8.2L	–	205@3000	–	–	–	13"	–	183.4
		66	255	434.8	V-8	8.2L	–	205@3000	–	–	–	13"	–	183.4
		72	275	444.3	V-8	8.2L	–	205@3000	–	–	–	13"	–	183.4
	*H.P. rating 204@3600 **4 Spd. automatic													
GMC	B6P042	48	189	322¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		54	218	349¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		60	235	377¼	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		66	254	403¾	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
		72	274	423¼	V-8	350	366*	–	161@3800	–	275@2400	13"	–	177.8
	*427 (8.2L) also optional, 14" clutch **also 9000 ***427 C.I.D. requires 17,500 R.A. 14-speed automatic													
HENDRICKSON	RE-305	–	165	345	V-4	–	DDAD 453T	–	170@2500	–	379@1800	N/A	N/A	N/A
	RE-305**	–	228	406	Gas	–	IHC 446	–	235@3600	–	385@2800	N/A	N/A	N/A
	RE-305**	–	229	417.75	Gas	–	Ford 534	–	213@3000	–	394@1800	N/A	N/A	N/A
	RE-305**	–	242	420	V-8 Diesel	–	V8-210 Cummins	–	202@3300	–	287@1900	N/A	N/A	N/A
	RE-305**	–	256	434	V-8 Diesel	–	V555 Cummins	–	216@3300	–	325@1800	N/A	N/A	N/A
	RE-305**	–	258	446.75	V-8 Diesel	–	VT555 Cummins	–	225@3300	–	430@1900	N/A	N/A	N/A
	RE-305**	–	284	462	V-6 Diesel	–	6V53 DDAD	–	210@2800	–	440@1800	N/A	N/A	N/A
	RE-305**	–	286	474.75	V-8 Diesel	–	3208 CAT	–	210@2800	–	485@1400	N/A	N/A	N/A
	**These wheelbases available with all engines with the exception of DDAD 453T													
INTERNATIONAL HARVESTER	1723	36	152	271.5								12"	13"	149.5
	1723	42	170	305.5					(Applicable to all 1723s)			12"	13"	149.5
	1723	48	193	328.5	Gas V8	345	–	–	158@3600	–	288@2000	12"	13"	149.5
	1723	54	218	359.5	Gas V8	–	392	–	191@3600	–	307@2800	12"	13"	149.5
	1723	60	236	383.5	Gas V8	–	404(2BL)	–	188@3600	–	311@2200	12"	13"	149.5
	1723	66	254	413.5	Gas V8	–	404(4BL)	–	210@3600	–	336@2800	12"	13"	149.5
	1723	72	276	441.5								12"	13"	149.5
	1823	36	152	271.5								13"	14"	183.5
	1823	42	170	305.5					(Applicable to all 1823s)			13"	14"	183.5
	1823	48	193	328.5	Gas V8	404(2BL)	–	–	188@3600	–	311@2200	13"	14"	183.5
	1823	54	218	359.5	Gas V8	–	404(4BL)	–	210@3600	–	336@2800	13"	14"	183.5
	1823	60	236	383.5	Gas V8	–	446(4BL)	–	235@3600	–	385@2600	13"	14"	183.5
	1823	66	254	413.5								13"	14"	183.5
	1823	72	276	441.5					(Applicable to all 1853s)			13"	14"	183.5
	1853	36	152	271.5	Diesel V8	9 liter	–	–	165@2800	–	366@1200	–	13"	14"-2 183.5
	1853	42	170	305.5	Diesel V8	–	9 liter	–	180@2800	–	401@1200	–	13"	14"-2 183.5
	1853	48	193	328.5	Diesel 6	–	466	–	180@2600	–	440@1800	–	13"	14"-2 183.5
	1853	54	218	359.5	Diesel 6	–	466	–	190@2600	–	464@1800	–	13"	14"-2 183.5
	1853	60	236	383.5	Diesel 6	–	466	–	210@2600	–	488@1800	–	13"	14"-2 183.5
	1853	66	254	413.5	Diesel V8	–	636	–	175@2800	–	400@1400	–	13"	14"-2 183.5
	1853	72	276	441.5	Diesel V8	–	636	–	210@2800	–	485@1400	–	13"	14"-2 183.5

Specifications

CHASSIS SPECIFICATIONS

FRONT AXLE		DRIVELINE				BRAKES				AIR BRAKES				TIRE SIZE			
Front Suspension Capacity (Standard)	Front Suspension Capacity (Optional)	Rear Axle Capacity (Standard)	Rear Axle Capacity (Optional)	Transmission (Standard)	Transmission (Optional)	Front	Lining Area	Rear	Lining Area	Front	Lining Area	Rear	Lining Area	Standard	Maximum	Frame Section Modulous (Max.)	GVW
00	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	9.38	20-24,000
00	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	20-24,000
00	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
00	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
00	8000**	17,000	17,500***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x6	379.3	15x3½	223.0	16½x6	396.0	9.00x20-10	10x20-12	11.80	24-26,500
0	7,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x5	306.3	–	–	–	–	8.25x20D	9.00x20F	9.45	17,400-24,500
0	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	10.64	17,400-24,500
0	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	13.22	17,400-24,500
0	9,000	15,000	17,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	–	–	–	–	9.00x20E	10.00x20F	13.22	17,400-24,500
0	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
0	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
0	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
0	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
0	9,000	17,500	18,500	4 Spd.	5 Spd. Man.**	15x3	199.4	15x6	379.2	15x4	256	16.5x5	345.0	9.00x20E	10.00x20F	14.00	23,160-27,250
0	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	9.38	20-24,000
0	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	20-24,000
0	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
0	8000**	15,000	17,000***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x5	310.9	–	–	–	–	8.25x20-10	10x20-12	11.80	21-25,000
0	8000**	17,000	17,500***	4 Spd. Syn.	5 Spd. Syn.†	15x3	199.4	15x6	379.3	15x3½	223.0	16½x6	396.0	9.00x20-10	10x20-12	11.80	24-26,500
00	–	15,000	–	4 Spd. Auto.	–	–	–	–	–	15x4	252	15x6	376	8.25x20	–	8.237	24,000
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
00	–	22,000	–	4 Spd. Auto.	–	–	–	–	–	16½x6	372	16½x7	460	10.00x20	–	12.98	33,800
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	15,000	19,000	4 Spd. Syn.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	377	7.50x20	10.00x20	13.4	16-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	17,000	19,000	5 Spd. Syn.	5 Spd.*	15x3	199	15x6	379.3	15x3½	223	16½x6	377	8.25x20	10.00x20	13.4	20,200-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000
		9,000	15,000	19,000	5 Spd.	5 Spd.*	15x3	199	15x5	316	15x3½	223	16½x6	337	7.50x20	10.00x20	13.4	17-28,000

*4-speed automatic.

SPECIAL EDITION

SCHOOL BUS STATISTICS

STATISTICS ON SCHOOL TRANSPORTATION
1977-1978
Based on Reports from State Departments of Education

Prepared by
The National Association
State Directors of Pupil Transportation Services

State	Number of Enrolled Pupils Transported at Public Expense	Total Number of Buses	Number of Vehicles Used				Expenditure of Public Funds for Transportation Including Capital Outlay
			Type		Ownership		
			Type I	Type II	Public	Private	
TOTALS	**21,923,780**	**315,489**					**$2,880,513,030**
Alabama	452,485	5,889	5,840	49	5,724	165	$ 37,431,743
Alaska	34,467	605	549	56	110	495	14,371,213
Arizona	167,477	2,471	2,471	–	2,363	255	30,624,815
Arkansas	259,983	4,143	4,063	80	4,081	62	23,700,591
California	944,041	17,376	11,963	5,413	10,650	6,726	207,886,933*
Colorado	234,478	4,385	3,863**	522†	N/A	N/A	27,494,835*
Connecticut	385,500	4,604	4,204(e)	400(e)	N/A	N/A	34,667,900
Delaware	77,989	1,060	1,042	18	176	884	10,307,777
D.C.	2,000(e)	142	32	110	142	–	3,439,991
Florida	732,155	6,518	6,518	–	6,006	512	79,834,154
Georgia	717,258	7,661	N/A	N/A	N/A	N/A	62,864,958
Hawaii	36,184	679	471	208	15	664	7,180,000
Idaho	110,967	1,843	1,692	151	1,808	35	11,341,204
Illinois	742,000	16,000	16,000	N/A	N/A	N/A	135,000,000
Indiana	684,067	7,820	7,774	46	5,058	2,762	54,683,271
Iowa	291,135	7,132	6,533	599	6,867	265	45,423,327
Kansas	158,312	4,470	4,005	465	3,383	1,087	27,718,655
Kentucky	472,150	6,678	6,476	202	6,313	365	46,254,716
Louisiana	581,582	7,449	6,355	1,094	2,742	4,707	64,968,106*
Maine	179,230	2,180	127	2,053	1,705	475	21,897,267
Maryland	496,449	4,844	4,457	387	2,273	2,571	57,267,733
Massachusetts	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Michigan	1,041,557	14,500(e)	12,500(e)	2,000(e)	13,200(e)	1,300(e)	155,000,000(e)
Minnesota	660,910	9,374	8,333	1,041	4,538	4,836	92,515,759
Mississippi	312,110	5,024	4,916	108	4,971	53	31,125,248
Missouri	624,717	8,409	7,820	589	5,445	2,964	68,500,096
Montana	59,563	1,549	1,469	80	826	623	14,467,657
Nebraska	79,362	3,046	2,260	786	2,433	613	16,257,535
Nevada	49,753	768	686	82	766	2	8,385,864
New Hampshire	109,836	1,808	1,493	315	360	1,448	10,567,395*
New Jersey	650,000(e)	11,178(e)	7,446(e)	3,732(e)	4,363(e)	6,815(e)	107,720,515(e)
New Mexico	131,453	2,033	1,758	275	259	1,774	19,114,108
New York	2,188,777(e)	23,000(e)	19,140(e)	3,860(e)	11,500(e)	11,500(e)	388,960,300(e)
North Carolina	744,613	11,910	11,802	108	11,910	–	51,072,904
North Dakota	52,019	2,085	1,946	139	1,625	460	13,615,838*
Ohio	1,385,353	14,525	14,322	203	13,445	1,080	136,863,467
Oklahoma	291,207	5,234	4,911	323	4,848	386	37,095,736
Oregon	254,413	3,964	3,671	293	2,961	1,003	43,657,214
Pennsylvania	1,500,000	18,250	14,530	3,720	5,157	13,093	165,313,024
Rhode Island	103,204	1,389	279	1,110	72	1,317	9,845,644
South Carolina	402,784	6,801	6,171	630	6,573	228	27,490,892
South Dakota	51,751	1,648	1,487	161	1,182	466	8,646,069
Tennessee	620,810	6,749	5,891	858	5,143	1,606	43,183,411
Texas	773,803	16,726	15,393	1,333	16,726	–	109,272,177
Utah	105,142	1,160	1,106	54	1,116	44	13,020,437
Vermont	74,963	1,093	943	150	709	384	8,616,459
Virginia	760,849	8,877	8,734	143	8,620	257	65,642,951
Washington	N/A	5,360	4,962	398	4,705	655	67,027,066
West Virginia	294,168	2,817	2,750	67	2,750	67	38,224,519*
Wisconsin	544,122	7,977	7,414	563	2,233	5,744	74,878,422
Wyoming	33,691	863	646	217	735	128	12,153,965
Manitoba, CAN	61,302	1,800	1,609	191	1,431	369	15,495,268
Mariana Islands	1,194	10	8	2	10	–	45,000
Agana, Guam	31,000(e)	205(e)	205	–	205	–	3,778,901
Hato Rey, Puerto Rico	169,445	1,408	593	815	366	1,042	8,600,000

(e) estimated * excludes capital outlay N/A not available
** includes Type I and Type II school buses † small vehicles
Totals do not include data for some states – information not available

School Bus Accidents by State

(National Safety Council survey)

State	Total Vehicles	Annual Bus Mileage (000)	Pupils Transp. Daily	Type of School Bus Accident				Prop. Damage Only Acc.	Persons Injured	
				Total†	Other Veh.	Non-coll.	Fixed Obj.		Total	Pupils
U.S.**	**380,000***	**3,000,000**	**21,800,000**	**58,000**	**48,000**	**2,000**	**3,000**	**55,000**	**7,300**	**4,500**
Alabama	5,574	45,583	404,049	329	298	8	17	322	56	41
Alaska	605	6,254	34,467	63	59	1	2	49	19	NR
Arizona	2,471	29,318	167,477	167	151	0	5	157	22	14
Arkansas	4,163	45,793	259,876	273	173	NR	NR	270	35	35
California	15,889	231,335	NR	1,816	803	NR	889	1,467	NR	362
Colorado	4,200	40,003	234,500	72	38	2	10	NR	39	36
Connecticut	3,415	NR	353,082	733	687	0	23	632	219	133
Delaware	1,060	11,448	76,005	129	106	8	8	109	41	30
Dist. of Col.	NR	964	1,400	33	12	1	15	NR	11	3
Florida	6,363	102,679	726,966	739	677	0	13	NR	223	44
Georgia	8,000	80,000	750,000	791	642	2	112	717	137	82
Hawaii	679	4,778	36,184	33	29	0	2	32	1	1
Idaho	1,843	NR	111,000	166	127	2	15	140	68	58
Illinois	NR	NR	NR	2,368	2,245	27	64	1,908	948	559
Indiana	7,434	58,236	667,176	873	785	0	86	726	296	138
Iowa	7,132	58,166	272,715	578	NR	NR	NR	537	104	75
Kansas	4,470	50,314	158,312	259	233	1	9	210	135	NR
Kentucky	6,712	63,684	472,150	1,028	931	0	27	1,021	7	1
Louisiana	7,449	58,513	581,582	705	609	14	13	619	294	241
Maine	2,110	30,000	179,230	134	55	2	76	114	77	72
Maryland	4,659	67,218	496,449	1,247	1,082	0	74	1,208	38	11
Massachusetts	NR	NR	NR	NR	NR	NR	NR	NR	NR	NR
Michigan	12,000	112,000	1,000,000	2,404	1,924	18	64	1,899	NR	NR
Minnesota	9,374	109,013	660,594	698	654	5	17	530	412	NR
Mississippi	4,916	34,988	312,110	414	376	3	12	360	213	182
Missouri	8,409	84,434	497,104	939	817	0	43	809	396	310
Montana	1,547	15,930	59,217	26	21	0	2	25	2	0
Nebraska	2,015	29,336	79,362	105	97	1	5	68	NR	NR
Nevada	1,064	9,748	62,131	61	51	0	2	42	49	31
New Hampshire	1,808	6,738	109,734	12	12	0	0	11	18	NR
New Jersey	10,827	40,814	650,000	675	575	8	55	377	296	213
New Mexico	2,033	17,354	131,453	278	225	14	22	231	59	24
New York	24,019	200,000	1,713,897	1,251	1,129	28	13	585	937	706
North Carolina	11,910	97,645	744,613	1,292	1,088	156	9	929	447	281
North Dakota	2,061	25,093	52,019	85	72	6	2	74	28	15
Ohio	11,173	142,076	1,385,353	2,226	1,956	0	185	2,140	233	199
Oklahoma	5,160	54,392	291,207	551	484	6	23	464	227	176
Oregon	3,964	39,040	254,413	405	349	11	35	379	73	51
Pennsylvania	18,250	202,504	1,507,879	1,274	NR	NR	NR	1,098	514	381
Rhode Island	1,389	13,042	103,204	181	142	0	10	139	42	29
South Carolina	6,014	58,768	397,600	869	761	53	14	831	517	446
South Dakota	1,694	18,113	51,751	115	104	2	5	106	17	10
Tennessee	6,211	64,844	620,810	884	431	11	386	811	319	269
Texas	16,200	108,879	790,850	1,811	930	0	25	1,455	967	712
Utah	1,116	12,454	87,118	55	53	0	1	39	17	13
Vermont	1,093	10,658	74,963	103	NR	NR	NR	NR	NR	9
Virginia	8,877	76,005	760,849	849	731	53	42	722	351	253
Washington	5,360	49,671	313,090	288	266	5	8	NR	NR	NR
West Virginia	2,817	32,476	294,168	858	702	31	124	769	88	47
Wisconsin	7,912	77,000	542,872	1,009	926	59	0	815	395	361
Wyoming	863	4,320	33,691	53	46	0	5	44	10	3

Source: State departments of education and state traffic authorities. Most reports cover 1977-1978 school year or 1978 calendar year.

†Totals include additional accidents not shown separately.

NR—Not Reported.

**Indicated U.S. totals for 1978.

*Based on Federal Highway Administration estimates. Total not comparable with previous years.

SCHOOL BUS LOADING & UNLOADING SURVEY

Four Year Study 1974 - 1977

This survey includes only school pupils killed in the loading and unloading area of school buses that were reported to state agencies.

DEFINITIONS

A. School bus loading or unloading area is defined as "any place the school bus stops to load or unload pupil passengers."

B. Fatalities included are those that occurred when the pupil was going from or to school to board or alight from the school bus:

1. In loading and unloading area.
2. In vicinity of loading and unloading area.
3. Crossing road, street or highway to or from school to board or alight from the school bus.

No other fatalities are included.

50 STATES AND WASHINGTON, D.C. SURVEYED

	1974	1975	1976	1977
Number of states reporting fatalities	22	23	25	26
Number of states reporting no fatalities	28	27	24	25
Number not reporting	1	1	2	0

SCHOOL CHILDREN KILLED

By school bus: (child's position)	1974	1975	1976	1977
Front of Bus	26	13	19	22
Back of Bus	6	9	7	9
Total	32	22	26	31
By vehicle passing bus:				
Total	11	15	19	23
No information	8	3	0	0
Total Children Killed	51	40	45	54

SEX OF CHILD

	1974	1975	1976	1977
Female	22	19	26	21
Male	26	18	18	33
No information	3	3	1	0
Total	51	40	45	54

DESTINATION

	1974	1975	1976	1977
Going to School	16	7	11	18
Activity Trip	1	0	0	0
Going Home	34	29	34	36
No Information	0	4	0	0
Total	51	40	45	54

PLACE PUPIL WAS KILLED

	1974	1975	1976	1977
Loading & Unloading Area	17	16	15	15
School Ground	6	4	1	2
Road, Street or Highway	28	19	29	37
No Information	0	1	0	0
Total	51	40	45	54

AGE OF PUPIL KILLED

	1974	1975	1976	1977
5 Years Old	11	4	9	11
6 Years Old	9	8	16	20
7 Years Old	8	5	8	7
8 Years Old	5	2	2	7
9 Years Old	0	4	4	1
10-17 Years Old	13	11	6	6
No Information	5	6	0	2
Total	51	40	45	54

AREA ACCIDENT OCCURRED

	1974	1975	1976	1977
Urban	19	14	18	26
Rural	32	26	27	27
No Information	0	0	0	1
Total	51	40	45	54

LIGHT CONDITION

	1975	1976	1977
Dawn	0	2	2
Dusk	0	0	5
Daylight	40	41	44
Dark	0	2	1
Unknown	0	0	2
Total	40	45	54

SCHOOL BUS SIZE

	1975	1976	1977
Type I (Large Bus)	36	40	43
Type II (Small Bus)	1	1	1
Unknown	3	4	10
Total	40	45	54

The preceding was compiled by the Kansas Department of Transportation.

An identical survey, for the years 1970-1972, was featured in the February/March 1974 issue of SCHOOL BUS FLEET. As reported in that survey, the number of fatalities in 1970 (75) was higher than in any other year since then. In other words, progress has been made in educating the children, training the drivers, and improving the safety features of the school buses themselves. For that, the school districts, operators and manufacturers can be proud. Lowered fatality rates, however, are of little solace to the parents, relatives and friends of a child killed by his or her own school bus. After all, once a child is gone, it doesn't really matter whether he was one of 20 or one of 100.

STOP EVERYTHING!

and give us a hand — in putting together our 25th Anniversary issue (February/March 1980).

We still need to hear from anyone with:

- a written history of their pupil transportation service;
- old photos;
- newspaper clippings;
- old advertisements;
- personal memories and anecdotes.

All material will be returned to the sender after use. Please forward to Editor, SCHOOL BUS FLEET, 2500 Artesia Boulevard, Redondo Beach, CA 90278.

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WESTERN BUS SALES, INC., 311 NE Second St., Gresham, Ore. 97030 503-665-8195
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Factory Sales School Bus Chassis By Make & G.V.W.

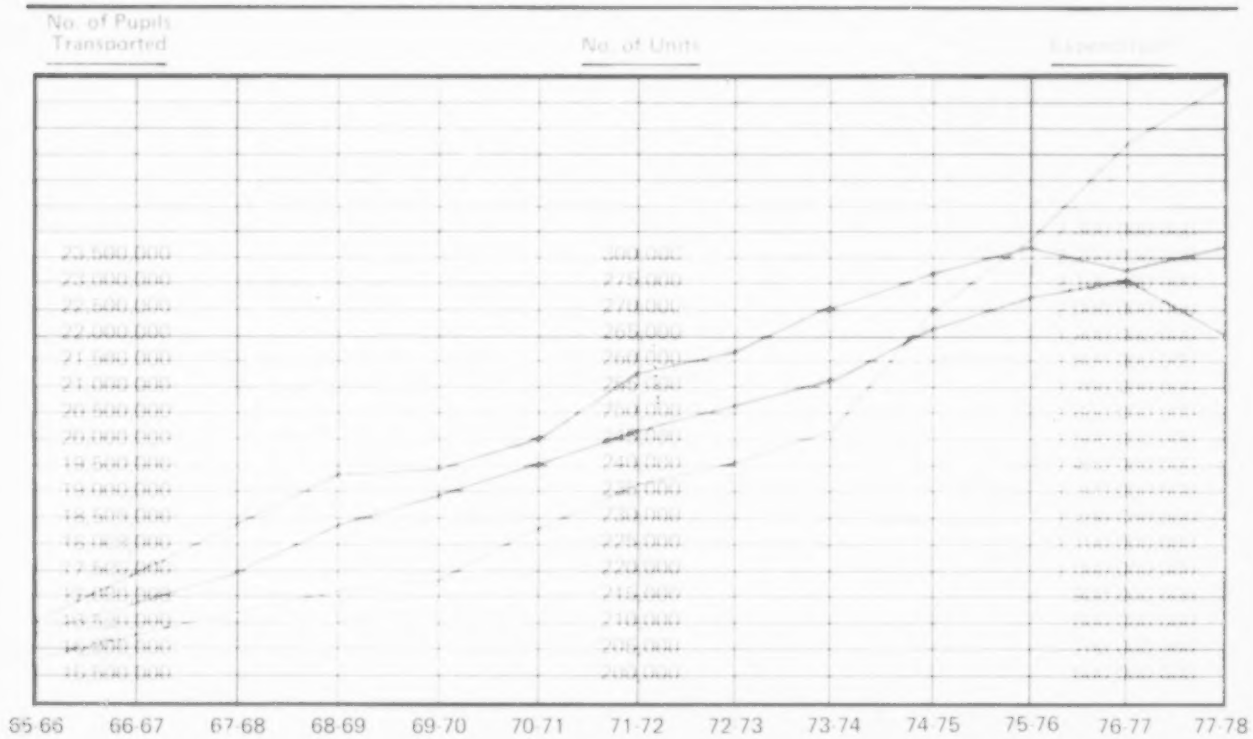
U.S. Domestic Sales and Canadian Imports

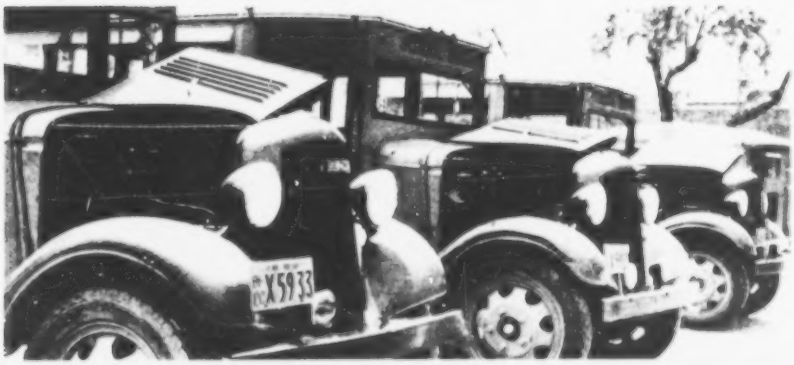
G.V.W.	16,001-19,500			19,501-26,000			26,001-33,000			Over 33,000			Total		
	1978	9 Mos. 1979		1978	9 Mos. 1979		1978	9 Mos. 1979		1978	9 Mos. 1979		1978	9 Mos. 1979	
Chevrolet				4,432 15.7%	3,705 36.6%								4,432	3,705	
GMC				2,397 8.4%	2,459 24.3%								2,397	2,459	
Ford				7,096 25.0%	3,960 39.1%								7,096	3,960	
IHC				14,256 50.4%			71 23.2%	834 56.6%					14,327	834	
Others				173 .2%			235 76.8%	639 43.4%		803 100.0%	2 100.0%		1,211	641	
TOTALS				28,354 96.2%	10,124 87.3%		306 1.0%	1,473 12.6%		803 2.8%	2 .1%		29,463 100%	11,599 100%	

Growth Of School Transportation In The United States

		Number of Pupils Transported	Number of Vehicles Used	Pupils Per Vehicle	Expenditure*	Expenditure Per Pupil
	1977-78	21,660,839	312,066	69.4	$2,852,593,861	$131.69
	1976-77	23,156,006	298,173	77.7	2,666,446,331	115.15
	1975-76	22,757,316	312,030	72.9	2,285,840,977	100.44
	1974-75	22,398,556	282,834	79.2	2,000,991,592	89.33
	1973-74	21,169,633	271,552	77.9	1,537,148,313	72.61
National Association of State Directors of Pupil Transportation Services	1972-73	20,791,737	262,579	79.2	1,407,472,462	67.62
	1971-72	20,047,589	257,804	77.8	1,324,740,407	66.02
	1970-71	19,191,483	245,608	78.1	1,178,910,190	61.82
	1969-70	18,752,735	239,973	78.1	966,135,767	51.51
	1968-69	18,467,944	238,102	77.6	901,353,107	48.80
National Education Association	1967-68	17,271,718	230,578	74.9	822,595,699	47.62
	1966-67	16,684,922	221,722	75.3	763,600,617	45.76
	1965-66	16,423,396	210,692	77.9	696,325,421	42.40
	1964-65	15,413,000	206,000	74.8	642,627,000	41.69
	1963-64	15,559,524	200,116	77.7	612,310,333	39.35
	1962-63	14,247,753	195,397	72.9	578,017,634	40.57
	1961-62	13,687,547	191,160	71.6	540,168,114	39.46
U.S. Office of Education	1960-61	13,106,779	185,869	70.5	505,754,515	38.59
	1959-60	12,700,989	179,780	70.6	474,202,128	37.34
	1958-59	12,021,372	176,222	68.2	441,402,595	36.72
	1957-58	11,343,132	170,689	66.4	419,539,863	36.99
	1956-57	10,683,643	164,863	64.8	382,751,973	35.83
	1955-56	10,199,276	159,764	63.8	356,349,783	34.94 + 1%
	1954-55	9,509,699	154,057	61.7	329,035,047	34.59

*Expenditures include purchase of equipment and tools, salaries, maintenance, supplies and fixed charges, such as licenses, drivers' physical examinations, insurance, etc.





Do You Remember?

A nostalgic look at school buses of the past.

These GM school buses transported children in Los Angeles in 1938, and represent one of the first fleet sales of Fram filters. Mounted on the fire wall of each bus is a Fram F2 oil filter, the company's first model built for trucks and buses. Today, Fram manufactures over 1,300 filter models, with 65% designed for heavy duty vehicles.

Introduced in 1937, the F2 featured a replaceable cartridge in a housing which had ten bolts to tighten on the cover. Since oil filters were not generally original equipment on many vehicles then, Fram salesmen often had to prove the oil was cleaner when filtered, before installation was approved. The cleaning ability of the filter resulted in a company slogan, "The Dipstick Tells the Story," and established Fram as a leading filter manufacturer.

Fortunately, there was ample room in the engine compartments for the filters, with enough space left over for chalked maintenance checks on the fire wall. The notation just above the filter on the closest bus reads "No.5 OK." Both filters and maintenance records have changed quite a bit since 1938.

The photo was submitted by Robert Oakes, public relations coordinator, Automotive Division, for the Fram Corporation.

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Underneath the beautiful exterior of the Crown Supercoach,

is an

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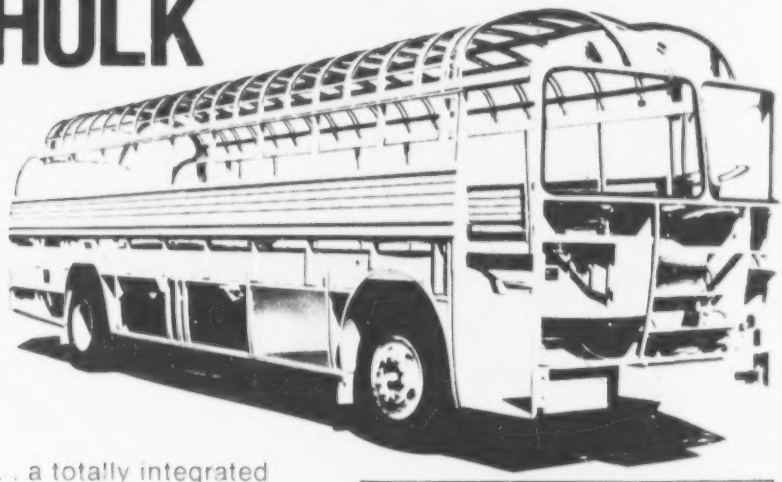
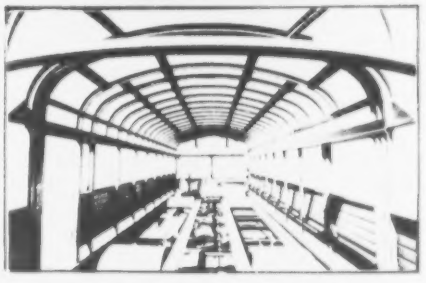


. . . a totally integrated superstructure of solid muscle! From one end to the other—with all the main structural members formed of 90,000 PSI ULTRA HIGH TENSILE STEEL. There are multiple body posts at both ends of the coach and there's a super-strong roof structure containing 22 roll bars in the 36′ coach and 26 roll bars in the 40′ coach—a roll bar every 17½ inches.

This incredible hulk is what sets the Crown Supercoach apart from all the others. It means greater safety and it means at least 20 years of trouble-free performance.



And since the watchword today is "fuel economy," it's good to know that Crown coaches are designed to pay off immediately in substantial fuel savings from . . . **greater capacity . . . heavy duty diesel power . . . optional weight-reducing aluminum body panels . . . and aerodynamic body design.** The Crown Supercoach is truly the school coach for the times.

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Circle 117 on SBF Action Card

new products

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Circle 160 on SBF Action Card

SHOP/SERVICE TOWELS are specifically designed to perform a multitude of wiping functions. Made of Trace nonwoven fabric, the towels are a heavy-duty, absorbent, reusable replacement for rental towels and rags. The wipers are claimed to work equally well for personal clean-up or in general maintenance with oils and most common solvents. *Scott Paper Company.*

Circle 161 on SBF Action Card

VANGATER II AND BUSGATER lifts have all steel construction, with a steel mesh platform. The lifts are non-hydraulic, eliminating oil changes, pumps, leaking oil seals, etc., and can fit any size door opening. All units come standard with "SIDEWINDER" overdrive protection at top and bottom of lift cycle. Units come standard with ability to lower and raise the lift in case of motor, solenoid or power failure. *Cross River Industries, Inc.*

Circle 162 on SBF Action Card

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Circle 163 on SBF Action Card

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calendar

MARCH

19 - 21 – Pupil Transportation Supervisors Workshop, Alberta Safety Council, Edmonton, Alberta, Canada.

APRIL

14 - 17 – Pupil Transportation Supervisors Course, Penn State University, State College, PA.

25 - 26 – Mid Year NAPT Board of Directors Meeting, Las Vegas, NV.

27 - 30 – National Safety Council Mid Year Meeting, Scottsdale, AZ.

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editorial

"The farther backward you can look, the farther forward you are likely to see." Winston Churchill

It's Fact Book time, and at School Bus Fleet that means more than just getting out a magazine. Fact Book time means days and hours of contact with suppliers, manufacturers, administrators and contractors. It also means holidays, the start of a new year and the end of an old year. It is also a time of forecasting, for invariably the phone will start to ring and questions about the future of school bus transportation will be raised.

This year is no exception, but this year is also slightly different. At the same time we are preparing the Fact Book, we are also planning for our 25th anniversary issue, so naturally we are looking at the coming year in a slightly different aspect.

Over the years we have marveled at the ability of so few people to move so many students for so little money. This year the cost per student was about 75-cents round trip per day. For those wondering what inflation has done, the daily cost in 1958, twenty years ago, was 21-cents.

On the subject of inflation, were it not for a dramatic decrease in the number of pupils transported, over 1.2 million, the total expenditure for school transportation would have gone over three-billion dollars for the first time. In perspective, if one accepts the fact that bus transportation started in 1920, it would have taken over 50 years for cost to exceed one-billion. Five years later, in 1975, the costs had risen to over two-billion and would have gone over three-billion in the next three years if it had not been for the drop in students transported.

What is going to happen to costs in the 1980's? That is one of the most frequent questions that we hear. Unfortunately, we don't think anyone has an answer, but we can tell you what has happened. Twenty years ago the average increase in cost was about eight-percent per year. In 1960 it was seven-percent, five years later five-percent, in 1970 seven-percent, and then in 1975 cost increases skyrocketed to 30-percent. The following year the rate dropped to 14-percent, rose slightly to 17-percent in 1977 and then dropped to eight-percent in 1978.

Was last year's drop due to just the drop in enrollment, or did it reflect the increased purchase of bigger, more efficient equipment of the prior years? Now, with all the problems in the Middle East and soaring fuel prices, equipment and operating decisions are going to be more important than ever.

They say that the past is prologue. I hope not. Happy New Year.

JIM DUNLAP

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Circle 105 on SBF Action Card

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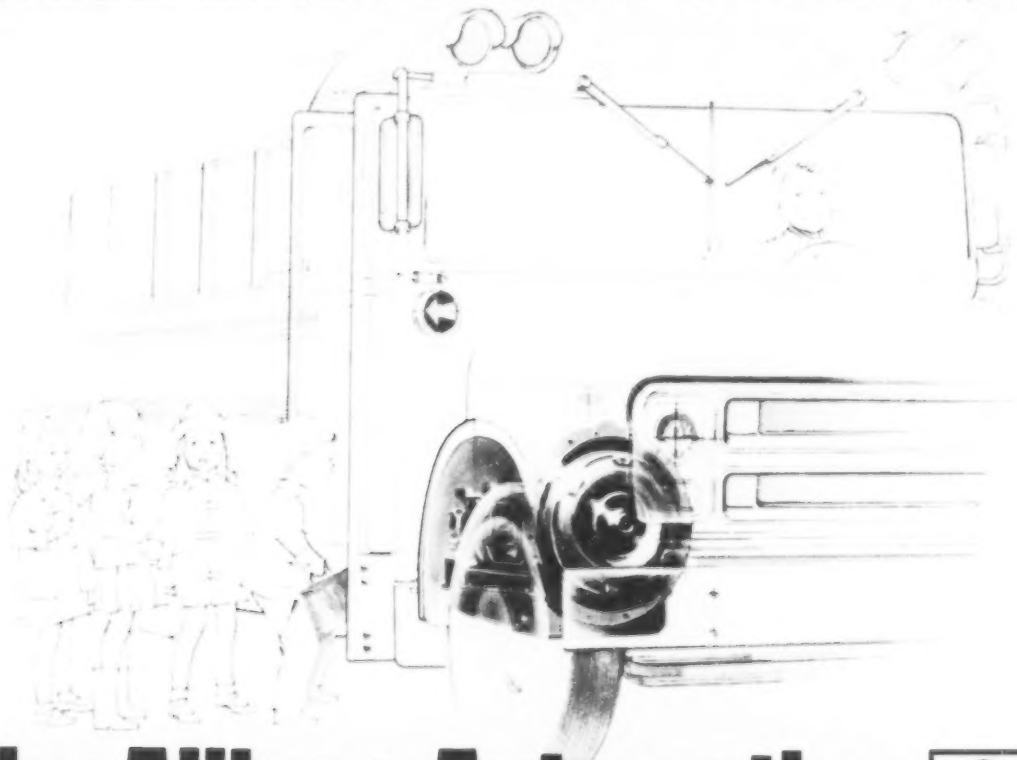

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